The Hong Kong Daily Press.

No. 4791 第四千七百九十一號 同治癸酉年二月二十三日 HONGKONG, FRIDAY, 21st MARCH, 1873. 禮拜五 英三月二十一號 香港 [Price $2½ per Month.

Arrivals.

March 19, Anna Dorothea, German bark, 330, Schutt, Saigon 21st February, and Cape St. James 1st March, 8,400 piculs Rice.—Wm. Pustau & Co.

March 20, Wan Ngan Tsin, Chinese corvette, 900, Sea Sing Fah, Foochow March 17th.

March 20, Lugar, Brit. bark, 493, Griffiths, Saigon 21st February, and Cape St. James 1st March, 11,572 piculs Rice.—Grun & Co.

Departures.

March 20, U.S. frigate Lackawanna, for Macao, Whampoa and Canton.

March 20, U.S. Despatch-boat, Monocacy, for Macao, Whampoa and Canton.

March 20, Travancore, str., for Bombay, &c.

March 20, Yangtsze, str., for Canton.

March 20, Faugh Balaugh, for Tientsin.

March 20, Esmeralda, str., for Manila.

Clearances.

At the Harbour Master's Office, March 20th.

Villagarcia, for Cagayan.
Sydenham, for Singapore.
Wilhelm, for Saigon.
Regina Marit, for Java.

Passengers.

Per *Wilhelm*, for Saigon,—
60 Chinese.

Reports.

The Chinese corvette *Wan Ngan Tsin*, reports left Foochow on 17th March, had fresh monsoon and hazy weather throughout the passage.

The British bark *Lugar* reports left Saigon on 21st February, and Cape St. James on 1st March, had the first part of passage strong monsoon and heavy head sea, middle part fine weather with E.N.E. winds, latter part strong E.N.E. winds with dirty squally weather to arrival.

The German bark *Anna Dorothea* reports left Saigon on 21st February, and Cape St. James on 1st March, had the first five days out strong N.E. monsoon with thick weather and rain and high sea; after which light N.E. winds and fine weather to the 17th instant, in lat. 18 N., long. 115.50 E., when got a hard gale from the N.E. with thick weather and very high sea, which kept fresh to arrival. At 2.30 p.m. on the 19th, sighted Lema Island. At 5 o'clock got pilot on board; came through the Lye-e-moon Pass, and anchored at 7 p.m.

FOOCHOW SHIPPING.
Arrivals.

February 27th, Sally from Amoy, Harmon from Shanghai, Adelaide from Amoy; 28th, Forget-me-not from Takow, Kien Wei from a Cruise; March 4th, Auguste Reimers from from Sydney; 5th, Ellen Castle from Chefoo.

Departures.

February 21st, Bonnie Dunkeld for Keelung; 24th, Albyns Isle for Shanghai; 6th, Adelaide for Newchwang, Forget-me-not for Chefoo.

SHANGHAI SHIPPING.
Arrivals.

February 27th, Adele from Foochow, Zeus from Hakodadi, Zohrab from Nagasaki, Britain's Pride from Nagasaki; March 5th, Fairlie from Sydney, Hongkong from Yokohama, Laughing Wave from Freemantle; 10th, Hermann Friedrich from Hakodadi, Albyn's Isle from Foochow, Kirkland from Sunderland.

Departures.

February 26th, Lunan for Tientsin, Galveston for Nagasaki; 27th, Lady Louise for Nagasaki, Edward James for Hongkong; March 1st, Serpent for Tientsin, Charley for Hakodadi, G. T. Roy for Amoy, Furst Bismarck for Chefoo; 4th, Etha Rickmers for Manila; 5th, Lelia M. Long for New York; 9th, Zeus for Chefoo.

YOKOHAMA SHIPPING.
Arrivals.

February 24th, Costa Rica, str., from Shanghai; 26th, Adela from Chefoo; 27th, Colorado, str., from San Francisco; 28th, Craigforth, str., from Shanghai; March 2nd, Madras, str., from Hongkong; 4th, Carl Ludwig from Takow; 6th, Hans from Kobe, Canton from Swatow; 7th, Golden Age, str., from Shanghai, Gaucho from Shanghai; 8th, James Paton from Nagasaki, Dilpussund from Singapore, China, str., from Hongkong.

Departures.

February 23rd, Ada for Kobe, Lizzie Ireldale for Kobe, Hebe for Kobe; 24th, Alaska, str., for San Francisco; 25th, Malacca, str., for Hongkong; 26th, Mary Mildred for Kobe, Paracca for Nagasaki, J. H. Jessen for Kobe; 28th, Oregonian, str., for Shanghai; March 1st, Rubicon for Kobe, Colorado, str., for Hongkong, Lake Simcoe for Hakodadi; 4th, Volga, str., for Hongkong; 5th, Miako for New York, Coulnakyle for Kobe, Alexandra for Nagasaka.

MANILA SHIPPING.
Arrivals.

February 7th, Villagarcia from Hongkong; 10th, Wressell Castle from Newcastle; 13th, Fanny from Singapore; 16th, Salvadora from Hongkong, Swiftsure from Hongkong; 18th, Francis Henty from Swatow; 19th, Sylvia from Hongkong.

Departures.

February 8th, Southern Bell for New York, Dorothea for New York, Mariveles, str., for Singapore; 10th, Emmy, str., for Amoy; 12th, Trinidad for Liverpool, Candelaria for Hongkong; 19th, Banian for Cork; 20th, Swiftsure for Candy, &c.; 21st, San Lorenzo for Hongkong.

Auction Sales To-day.

LANE, CRAWFORD & Co.,
At 12 noon,
Sundry Goods.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 765,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15%, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 9th July, 1872.

GEORGE GLASSE,
DISPENSING CHEMIST,
THE VICTORIA DISPENSARY,
PEDDER'S WHARF, HONGKONG.

Branch Establishments,
YOKOHAMA AND YEDO, JAPAN.

SHIPS AND FAMILY MEDICINE CHESTS SUPPLIED AND REFITTED.

N.B.—Captains of Ships not landing at above Wharf, can leave orders at the Store of Messrs. Broadbear & Anthony (opposite the landing stage of the Canton and Macao Steamer), when they will receive G. G.'s immediate attention.
tf 44 Hongkong, 5th January, 1872.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND..........1,000,000 of Dollars.

Court of Directors:—
Chairman—S. D. Sassoon, Esq.
Deputy Chairman—W. H. Forbes, Esq.
E. R. Belilios, Esq. | H. Melchers, Esq.
A. F. Heard, Esq. | Thos. Pyke, Esq.
A. Joost, Esq. | Hon. R. Rowett.
H. B. Lemann, Esq.

Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
Interest Allowed.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum.
6 „ 4 „ „
12 „ 5 „ „
Local Bills Discounted.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 10621 Hongkong, 13th February, 1873.

AGRA BANK, LIMITED.

NOTICE is hereby given, that in accordance with instructions received from the Board of Directors, the HONGKONG BRANCH will be closed on 31st December, 1872, after which date Messrs. Gilman & Co. will act as Agents for the Bank at this Port.

H. HUGHES,
Manager, Hongkong Branch.
2, Queen's Road East,
Hongkong, 13th December, 1872. [3m 2178

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.
tf Hongkong, 24th August, 1864.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding	1 month	⅛ of the annual rate
Above 1 month, and not exceeding	3 „	¼ do. do.
Above 3 months and not exceeding	6 „	½ do. do.

Above 6 months the full annual rate.

On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.

GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.
tf 1167 Hongkong, 24th June, 1872.

PHŒNIX FIRE INSURANCE COMPANY

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co.,
Secretaries.
tf 557 Hongkong, 1st April, 1871.

IMPERIAL FIRE INSURANCE COMPANY.

FROM this date until further notice, a *Return* of Twenty per cent. (20%) will be made, on the Premium charged on all Insurances effected with this Office; such Return being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 1159 Hongkong, 24th June, 1872.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, Leadenhall Street, London.
Established 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

THE QUEEN INSURANCE COMPANY

Capital,—Two Million Sterling.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.

NORTON, LYALL & Co.
tf 241 Hongkong, 22nd January, 1870.

THE LONDON ASSURANCE.

Incorporated by Royal Charter of His Majesty King George the First.
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20% allowed.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 26th July, 1872.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days,	⅛ of the annual rate.		
Not exceeding 1 month,	¼	do.	do.
Above 1 month and not exceeding 3 months...	½	do.	do.
Above 3 months and not exceeding 6 months...	¾	do.	do.

NORTON, LYALL & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

IMPERIAL FIRE INSURANCE COMPANY
Reduction in the Rates of Premium.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents.	½ per cent.
Other dwelling Houses, used strictly as such, and their contents.	¾ per cent.
Godowns, Offices, Shops, &c., and their contents.	1 per cent.

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company.
tf 864 Hongkong, 7th March, 1865.

Notices of Firms.

NOTICE.

MR. Merallybhoy Mahomedbhoy being about to leave the Colony for Bombay, Mr. Bhulloodhoy Johnmahomed is authorized to sign in my name.

JAIRAZBHOY PEERBHOY.
13d 442 Hongkong, 19th March, 1873.

MR. Sotheby Godfrey Bird is authorized to sign our firm per procuration in Formosa.

DODD & Co.
2m 433 Amoy, 14th March, 1873.

MR. CARDROSS GRANT has been admitted a Partner in our firm.

BRADLEY & Co.
tf 1 Swatow, 1st January, 1873.

MR. F. Lancken and Mr. C. W. Siegfried have this day been admitted partners in our firm in Hongkong and China.

Wm. PUSTAU & Co.
6m 2 Hongkong, 1st January, 1873.

I HAVE this day admitted Mr. J. Alabor a partner in my firm, which will henceforth be conducted under the style of Meyer, Alabor & Co.

ADOLPH E. MEYER.
3m 5 Hongkong, 1st January, 1873.

THE interest and responsibility of Mr. Adolf Eimbcke in our firms at Canton and Hongkong, ceased on the 31st December, 1872.

From this day Mr. Otto Benecke becomes a partner in both houses.

CARLOWITZ & Co.
3m 9 Hongkong, 1st January, 1873.

NOTICE.

MR. HERMANN STOLTERFOHT has been authorized to sign our firm.

HESSE & Co.
tf 11 Hongkong, 1st January, 1873.

THE interest and responsibility of Mr. C. R. Heermann in our firm ceases from this date.

CHS. I. GAUPP & Co.
tf 12 Hongkong, 31st December, 1872.

THE interest and responsibility of Mr. H. H. Warden and Mr. David King, Jr., in our firm ceased in the 31st December last.

Mr. E. W. Stevens is admitted a partner from this date.

RUSSELL & Co.
3m 14 China, 1st January, 1873.

NOTICE.

THE interest of Mr. H. L. Noronha, in the Printing Establishment of the Undersigned, ceased on the 30th of September last.

Mr. D. Noronha, Senior, has re-assumed the managing business of the office.

NORONHA & SONS.
3m 2249 Hongkong, 24th December, 1872.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the half year ended 31st Dec., 1872, at the rate of Six per cent. per annum (6%), will be payable at the Hongkong and Shanghai Bank on and after FRIDAY, the 28th Feb.

Dividend Warrants must be obtained from the Acting Secretary at the office of the Company, No. 1, Club Chambers.

By order,
ROBERT DUNCAN,
Acting Secretary.
1m 313 Hongkong, 25th February, 1873.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 16 per cent. per annum, or $6 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held this day, will be payable at the Hongkong and Shanghai Banking Corporation on and after SATURDAY next, the 18th instant. Shareholders are requested to apply at the office of the Company for Warrants.

By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
tf 112 Hongkong, 16th January, 1873.

HONGKONG HOTEL COMPANY, LIMITED.

THE DIVIDEND of $3 (Three Dollars) per cent. to 31st December, 1872, declared at the Half-yearly Meeting of the Hongkong Hotel Company, Limited, will be payable at the Hongkong and Shanghai Banking Corporation on and after MONDAY next, the 27th instant. Shareholders may obtain Dividend Warrants for the same on application to the undersigned.

By Order of the Board,
ED. BAKER,
Secretary.
tf 155 Hongkong, 24th January, 1873.

CHINESE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year Ending 31st December, 1872.

CONTRIBUTORS of business to the above mentioned Company are hereby requested to hand to the Undersigned before the First day of March next, papers showing their contributions for the year ending 31st December, 1872, in order that their share of the divisible profits may be ascertained. Should such Contributors fail to render the returns specified, their accounts will be made up in conformity with the books of the Company.

OLYPHANT & Co.,
General Agents.
tf 24 Hongkong, 1st January, 1873.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and, Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in Foreign Countries, from loss or damage by fire.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.
Hongkong, 1st January, 1867.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

NORTON, LYALL & Co.,
Agents.
tf 1174 25th June, 1872.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 23rd March and 13th April, altering Clauses Nos. 103, 104, 105, 107, and 161 of the Articles of Association, (such changes to take effect from 1st January, 1872), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to all contributors, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to be carried to the Reserve Fund.

OLYPHANT & Co.,
General Agents.
tf 716 Hongkong, 17th April, 1872.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Room, Queen's Road,

THIS DAY,
the 21st March, 1873, at noon,—

OILMAN'S STORES, Tart FRUITS, Curry POWDER, ARROWROOT, Soft SOAP, Bath BRICKS, Turkish TOWELS, Silk UMBRELLAS, Dinner SETS, MIRRORS, and Cheval GLASSES.

Also,
An Invoice of PAINTS and OIL: White Lead and Zinc, Green, Black, and Yellow PAINTS, and Boiled OIL.
10 Casks OPORTO.
100 Pairs Coolie BLANKETS.
2 Casks Washing SODA.
1 Case Gilt LEDGES, for Picture Frames.
Chameleon TOPS.
Wonderful TUBS.
Exhibition CARTE DE VISITES SLIDES.
„ Stereoscopic SLIDES.
„ CABINETS.
CARTES of CELEBRITIES, Coloured and Uncoloured.
CABINETS of CELEBRITIES, Coloured and Uncoloured.

And,
56 Cases RIFLES.
9 „ Percussion CAPS.
500 Boxes KAIBASHIRO, or Japanese Dried FISH.

Terms of Sale—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
445 Hongkong, 19th March, 1873.

FURNITURE SALE.

ENGLISH AND CHINA-MADE FURNITURE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at the Residence of Dr. H. H. Winn, Alexandra Terrace, on

THURSDAY,
the 27th March, 1873, at 2 p.m.,—

The whole of his HOUSEHOLD FURNITURE, comprising ~~Damask-covered~~ COUCHES and CHAIRS, CHIFFONIERES, MIRRORS, PAINTINGS, CARPETS, CHANDELIERS, Dining TABLE, GLASS, CROCKERY, and ELECTRO PLATED WARE, WARDROBES, CHESTS of DRAWERS, BEDSTEADS, WASHSTANDS, Toilet GLASSES and TABLES.

Also,
A BILLIARD TABLE, complete.
&c., &c., &c.
Catalogues will be issued.

Terms of Sale.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of descriptions, at purchasers' risk on the fall of the hammer.
446 Hongkong, 19th March, 1873.

NOW OPEN.

ORIENTAL TELEGRAM AGENCY.

HEAD OFFICE—102, Leadenhall Street, London.

HONGKONG BRANCH—2, Peddar's Hill.

Messages received at all hours of the day for London, Europe, or America.

Agency charge on every message for transmission, $1.50.

Tariff rate:—For London or Great Britain, $1.75 each word up to eight; $1.50 for each following word.

For New York, &c., $3 per word up to five words; $2.50 for every additional word.

For San Francisco and British Colombia, $3.50 per word up to four words; $2.75 for every additional word.

GEO. HOLMES,
Agent.
tf 449 Hongkong, 19th March, 1873.

NOTICE TO MARINERS.

THE Government of Japan publishes on the 11th Month (December) of each year, for the use of Mariners, a

DESCRIPTIVE LIST
of all the
LIGHTHOUSES, LIGHTSHIPS, BUOYS, AND BEACONS,

Established by them—giving the characteristic appearance and correct bearings of each.

Mariners are requested not to purchase any List, except that for the year current at the time of purchase, as changes may have taken place, and no reliance can be placed on any List which has been published for a preceding year.

Copies of the List for the present year can now be obtained from Messrs. Lane, Crawford & Co., at Yokohama, Shanghai, and Hongkong; from Messrs. Kirby & Co. at Kobe; from Messrs. Adams & Co. at Nagasaki; and also at the Lighthouse Office, Benten, Yokohama.

PRICE, $1.25.

R. HENRY BRUNTON,
Engineer,
Public Works Department,
Section of Lighthouses,
Benten, Yokohama,
~~*11th Month, 15th Year of Meiji,*~~
(December, 1872.)
Yokohama, 28th February, 1873. [7d 434

BREAKFAST CLARET, FOR FAMILY OR MESS USE.

125 BOTTLES OF VERY GOOD BREAKFAST CLARET,
(Red Seal,)

Selected by the undersigned, may be had for $24.

G. DUBOST & Co.
6m 436 Hongkong, 18th March, 1873.

NOTICE

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

ON and after this date, the Messageries Maritimes Steamers will touch at Naples. It will be optional for passengers to land either at Naples or at Marseilles. The rate of passage money being the same for both places.

C. BERTRAND,
Principal Agent.
tf 426 Hongkong, 15th March, 1873.

NORTH-CHINA INSURANCE COMPANY.

MR. REGINALD D. STARKEY is authorized to sign Policies, and act on behalf of the above Company at Hongkong, from 1st March, 1873.

By order of the Court of Directors,
HERBERT S. MORRIS,
Secretary.
tf 327 Shanghai, 26th February, 1873.

NOTICE.

ROYAL INSURANCE COMPANY.

FROM and after this date, a Discount of 20 per cent. on the current rates of Premia will be allowed to all contributors.

ROBERT S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1162 Hongkong, 24th June, 1872.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THE ATTENTION OF SHIPPERS is called to the future distribution of the Profits of this Company, two-thirds (2/3rds) of which, after payment of interest, will now be divided amongst all Contributors of business, whether Shareholders or not, rateably in protion to the amount of Nett Premia contributed.

WM. PUSTAU & Co.,
Agents.
tf 663 Hongkong, 9th April 1872

Intimations.

FOR SALE.

CALIFORNIA OATS, fresh, and of excellent quality.

MACEWEN & Co.
1m 339 Hongkong, 1st March, 1873.

SAILORS' HOME.

ANY persons having claims against this Institution, are requested to send them to the Undersigned without delay.

H. G. THOMSETT.
Honorary Secretary.
14d 395 Hongkong, 10th March, 1873

TO FAMILIES RETURNING HOME.

A RESPECTABLE Married Woman, who is used to children, is desirous of taking charge of some, or to attend on a lady, in return for a passage to England. Address, "C.," Office of *Daily Press.*
372 Hongkong, 7th March, 1873.

CRAUFURD COLLEGE,
Maidenhead, Berks, England,

CONDUCTED by Edward de Ewer, with the assistance of French, German, and English Masters.

Terms.—Pupils under 13 years...40 guineas.
„ over 13 years...50 „

The Course of Instruction includes English, Classics, Mathematics, and Modern Languages, with any other branches of study which may be required for the future course in life of the pupil.

References:—
The Rev. the Master of Dulwich College.
The Rev. J. C. Bell, M.A., Head Master of Christ's Hospital.
The Rev. Dr. Schmettau, Ph. Dr., Secretary of the Evangelical Alliance, 9, Adam St., Strand, London.
The Rev. H. Jones, M.A., Secretary of the Turkish Mission, 18, Adam St., Strand, London.
H. Lloyd, Esq., Recorder of Chester.
S. Potter, Esq., 33, King St., Cheapside, London.
Sims Reeves, Esq., Grange Mount, Upper Norwood. [3m 351

NOTICE.

THE Undersigned begs to inform the Residents of this Colony, that he is ready to give Lessons in English and French, and solicits their kind patronage.—Terms moderate.
—Apply to J. M. HANLON, *No. 12, Aberdeen Street, Hongkong.*
6m 210 Hongkong, 5th February, 1873.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN.
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

E. R. HANDLEY,
HOUSE AND SHIP PLUMBER, COPPER SMITH,
BRASS FOUNDER AND GAS FITTER,
39 *and* 40, *Praya West,*
Next to the P. & O. Coal Stores,
tf 1681 HONGKONG. [Sept. 15

BROWN, JONES & CO.,
UNDERTAKERS, &c.,
Office—No. 18, Hollywood Road.

Memorial Stones and Monuments erected.
tf 137 Hongkong, 21st January, 1873.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS.
COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

K. K. PRIV. OESTERREICH. VERSICHERUNGS-GESELLSCHAFT "DONAU," VIENNA, LIMITED.

THE Undersigned, having been appointed General Agents for the above Company, are prepared to grant Marine Risks at current rates.

MELCHERS & Co.
6m 2113 Hongkong, 1st December, 1872.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby notified that in accordance with the 36th Clause of the Articles of Association of the Company, the Sixth Call of Twelve Dollars and Fifty cents per share is payable on the 31st December current, at the Hongkong and Shanghai Banking Corporation.

Interest at the rate of Twelve per cent. per annum will be charged on all calls paid *after that day.*

By order,
A. NOEL BLAKEMAN,
Secretary.
2166 Hongkong, 10th December, 1872.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—

Detached and semi-detached Dwelling Houses (removed from the town) and their contents.	½ per cent.
Other Dwelling Houses (similarly situated) and their contents	¾ per cent.
Offices and Godowns and their contents.	1 per cent.

Other Risks by Special arrangement.

The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days	⅛th per cent.		
Not exceeding	1 month	¼ per cent.	
Above 1 month, and not exceeding	3	„	½ „
Above 3 months, and not exceeding	6	„	¾ „
Above 6 months, the full annual rate of	1	„	

ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1763 Hongkong, 13th September, 1869.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire,* subject to a bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

THE GLOBE MARINE INSURANCE COMPANY, LIMITED, LONDON.

THE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Attention of Shippers is called to the low rates of Premiums charged by the undersigned Agents of above named Companies, for all steamer risks, subject to a brokerage of 15 per cent.

The "Oosterling," as well as the "Globe," after paying the Shareholders a dividend of 10 per cent. on their paid-up Capital, distribute 25 per cent. of the surplus of the profits pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premium. Particulars can be obtained at the Office of

SIEMSSEN & Co.,
Agents.
tf 40 Hongkong, 16th October, 1872.

Intimations.

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Ordinary Half-yearly MEETING of the Shareholders of this Society will be held at its Head Office, Hongkong, TO-DAY, the 21st March, at three o'clock p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1873.

The Transfer Books of the Society will be CLOSED from the 8th to the 1st March, both days inclusive.

By order of the Board,
N. J. EDE,
Secretary.
21d 346 Hongkong, 21st March, 1873.

MR. Ad. S. Cordes has this day been admitted a partner in our firm.

A. CORDES & Co.
tf 458 Tientsin, 1st January, 1873.

GOVERNMENT NOTIFICATION.

ANY Persons who can give information tending to the identification of the deceased man described below, are requested to communicate with the Captain Superintendent of Police, or with the Coroner, at the Harbour Master's Office.

Body found in a ravine above Pokfolum on the 11th March, 1873. Had been dead three weeks or more. Is that of a European, apparently a sailor, age perhaps about 30, seems to have been a strong muscular man, quite the average height. Slight moustache; well grown, curly sandy beard, several inches long, and whiskers. Hair also sandy in colour.

Well dressed in black cloth frock coat, marked with maker's name, *A. B. Elfelt & Co., 111, Battery St., San Francisco;* white flannel Crimean shirt with narrow red stripes; dark mixture trousers rather worn, with braces; thick laced boots, stockings, and soft felt hat. In the trousers pockets were a Mexican dollar, an American quarter-dollar, a French 50 centimes piece, and three sous. A double-barrelled breech-loading pistol (apparently French), was found beside the body, and five pin-fire cartridges in a white handkerchief with yellow border.

The clothes, &c., can be seen at No. 7, Police Station, opposite the Sailors' Home.
7d 459 Hongkong, 20th March, 1873.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Third Ordinary Yearly MEETING of Shareholders in this Company will be held at the Company's Offices, Bank Buildings, Queen's Road, Victoria, on FRIDAY, March 28th, 1873, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the Board of Directors, and electing Directors and Auditors for the ensuing year.

By order,
A. NOEL BLAKEMAN,
Secretary.
10d 447 Hongkong, 18th March, 1873.

INDO-CHINESE SUGAR COMPANY, LIMITED.

THE Transfer Books of the Company will be closed from the 14th to the 28th inst., both days inclusive.

By order,
A. NOEL BLAKEMAN,
Secretary.
10d 448 Hongkong, 14th March, 1873.

OFFICE OF THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Second Ordinary MEETING of the Shareholders of the above Company will be held at the Head Office, Victoria, Hongkong, on FRIDAY, the 28th March, 1873, at 3 o'clock p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1872.

The Transfer Books of the Company will be CLOSED from the 15th to the 28th March, both days inclusive.

By order of the Board,
OLYPHANT & Co.,
General Agents.
21d 389 Hongkong, 8th March, 1873.

THOMPSON & HIND

BEG to call attention to their extensive ASSORTMENT of "NEW GOODS," just received ex French Mail, consisting of—

A well-selected Stock of White and Colored Ground Printed

CAMBRICS and PICQUES,

suitable for Ladies' Morning Costumes and Wrappers.

WHITE CAMBRICS, JACONETS, MUSLINETS, and BRILLIANTES.

LAWNS, GRASS-CLOTHS, and HOLLANDS.

Also,

A Choice Lot of YAAK, CLUNY, MALTESE, VALENCIENNES, and other LACES.

LACE, MUSLIN, and LENO CURTAINS, MOSQUITO NETS, ANTIMACASSARS, SHORT BLINDS, and TOILET MUSLINS.

FANCY GRENADINES, MUSLINS, and LUSTRES, for Morning and Evening Wear.

ALPACAS, MOHAIRS, and other MATERIALS in the newest tints.

CHILDREN'S UNDERCLOTHING, MUSLIN and LACE SETS, TIES, BOWS, COLLARETTES, LACE HANDKERCHIEFS, SUNSHADES, and PARASOLS.

A Selection of

ELEGANT SPANISH COMBS and MILLINERY, in the Latest Novelties.

LADIES' and CHILDREN'S BOOTS and SHOES.

33, *QUEEN'S ROAD CENTRAL.*
440 Hongkong, 18th March, 1873.

NEITHER the Undersigned nor the Owners of the German Ship *Georges,* now lying in this port, will be responsible for any debts contracted by the Captain, Officers, or Crew of the said vessel.

CARLOWITZ & Co.
tf 334 Hongkong, 28th February, 1873.

SELLING OFF!

AT 25 per cent. below cost price. The whole of the STOCK-IN-TRADE, FURNITURE, and FIXTURES of the Establishment of Messrs. M. & J. Ullmann, Nos. 96 and 98, Queen's Road.

The premises must be cleared by the 15th of April.

Any person wishing to tender for the whole Establishment as it now stands, will be treated with on the most liberal terms. Apply on the premises.
1m 386 Hongkong, 8th March, 1873.

TO BE SOLD.

THE GROUND and PREMISES at Queen's Road, Spring Gardens, known as St. Francis Hospital. The Ground contains 40,430 square-feet, affording sufficient space for over 50 ordinary Chinese Houses. The Premises, as they stand, are well suited for a School, a Hospital, or any public Institution.

For further particulars, apply to
CALDWELL & BRERETON,
Solicitors,
29, *Queen's Road, Hongkong.*
3m 200 Hongkong, 1st February, 1873.

Intimations.

HONGKONG CHORAL SOCIETY.

PROGRAMME for the CONCERT
in the
CITY HALL
THIS (FRIDAY) EVENING,
21st March.

Part I.
1.—*God Save the Queen.*
2.—*Pianoforte Duet:*—"March from First Suite for Orchestra."—Franz Lachner.
3.—*Sacred Cantata "Lauda Sion."*—Mendelssohn.
1. Chorus—"Praise Jehovah."
2. Chorus—"By his Providence."
3. Solo and Chorus—"Sing of Judgment."
4. Quartette—"Ye who from."
5. Chorus—"They that thro'."
6. Chorus—"Bless the People."
7. Quartette and Chorus—"When they thirsted."
8. Quartette and Chorus—"Thou did'st free them."

Part II.
1.—*Four Part Song.*—"Ever True."—Hatton.
2.—*Trio.*—Pianoforte, Violin and Violincello—"Allegro, Op. 1, No. 3."—Beethoven.
3.—*Quartette.*—"The Happiest Land"—From the German.
4.—*Pianoforte Duet.*—"Introduction and Variations from an Original Theme"—"Op. 82, No. 2."—Schubert.
5.—*Four Part Song.*—"The Pilgrims."—Leslie.
6.—*Solo.*—Violincello with Pianoforte accompaniment—"Cantilena and Finale, Op. 70"—Goltermann.
7.—*Four Part Song.*—"The Spring Song.—Ciro Pinsuti.

Tickets, price $2 each, can be obtained at Messrs. Lane, Crawford & Co.'s, and at the door of the Hall on the night of the Performance.

R. G. ALFORD,
Hon. Secretary.
443 Hongkong, 19th March, 1873.

FOR MANILA.

THE British Steamer

"SUAL"

Capt. Hoseason, will be despatched for the above port TO-MORROW, the 22nd instant, at noon.

For Freight or Passage, apply to
E. J. SAGE.
2d 454 Hongkong, 21st March, 1873.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"FORMOSA,"

Captain Punchard, will have immediate despatch for the above Ports.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
tf 455 Hongkong, 21st March, 1873.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s steamship

"DELTA"

will leave for the above place about 24 hours after the arrival of the next English Mail.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 21st March, 1873. [456

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"MADRAS"

will leave for the above place shortly after the arrival of the next English Mail.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 21st March, 1873. [457

Notices to Consignees.

S. S. *HOOGLY.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per S. S. *Eufrates,* from London, in connection with the above steamer, are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Pier Company, whence delivery may be obtained from SATURDAY, the 15th instant, at 10 a.m.

Optional Cargo will be forwarded to its destination, unless intimation is received from the Consignees before 2 p.m. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned.

Goods remaining unclaimed after WEDNESDAY, the 19th inst., at noon, will be subject to rent and landing charges.

C. BERTRAND,
Principal Agent.
423 Hongkong, 13th March, 1873.

S. S. *HONGKONG,* FROM LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of Goods by the above Steamer are hereby notified that the Cargo is being landed and stored at their risk into the Godowns of the Hongkong Pier and Godown Company, whence delivery may be obtained.

Goods remaining in store after the 18th inst. will be subject to rent.

Optional Cargo will be forwarded on to Shanghai, unless applied for by the Consignees before 10 a.m. TO-MORROW, the 13th inst.

Consignees are requested to send in their Bills of Lading to

SIEMSSEN & Co.
tf 417 Hongkong, 12th March, 1873.

PERUVIAN SHIP *NUEVA PROVIDENCIA,* FROM LONDON.

CONSIGNEES of Cargo by the above-named vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

RAYNAL & Co.,
Agents.
tf 410 Hongkong, 12th March, 1873.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.

No fire insurance has been effected.

C. BERTRAND,
Principal Agent.

Ex S. S. "Ava," 10th April.

Marks	Contents
GB&C or TFB 1 and 2.	2 cases Merchandise.
Ex "Sindh."	
KP in diamond	1 bale Cotton.
Ex "Menzaleh," from Yokohama.	
Joaquim Aymered ...	1 case Curios.
Ex "Sindh," from Marseilles.	
PFC / D } $1941/49	9 cases Provisions.
Hamar Bruygire	25 cases Wine.
Ex "Provence."	
MD, $1	1 case Books.
PFC, 1949, 1954	2 cases Perfumery.
PFS 1950, 1952, 1953 / PFC }	3 cases „
AFM	6 bales Merchandise.
RM Nos. 177 / P in triangle 179 / 183 / 186 }	4 cases Shirtings.
AL, 18/34	17 cases Champagne.

Hongkong, 7th March, 1873.

"THE CHRONICLE AND DIRECTORY"
FOR 1873.

NOW READY.

THIS Work, now in the ELEVENTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1873" has been further augmented by a

CHROMO-LITHOGRAPH
OF THE
FOREIGN SETTLEMENTS OF SHANGHAI,

In addition to a Chromo-Lithograph Plate of the
NEW CODE OF SIGNALS IN USE AT THE PEAK;
also of
THE VARIOUS HOUSE FLAGS
(*Designed expressly for this Work*);
MAPS OF HONGKONG, JAPAN,
and of the
THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in Two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

Macao	Messrs.	J. P. DA SILVA & Co.
Swatow	"	QUELCH and CAMPBELL.
Amoy	"	WILSON, NICHOLLS & Co.
Formosa	"	WILSON, NICHOLLS & Co.
Foochow	"	HEDGE & Co.
Ningpo	"	KELLY & Co., Shanghai.
Shanghai	"	HALL & HOLTZ.
	"	KELLY & Co.
Hankow and River Ports.	"	HALL & HOLTZ and KELLY & Co., Shanghai.
Chefoo and Newchwang.	"	HALL & HOLTZ and KELLY & Co., Shanghai
Tientsin and Peking	"	HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki		THE C. & J. TRADING Co.
Hiogo, Osaka		THE C. & J. TRADING Co.
Yokohama	Messrs.	LANE, CRAWFORD & Co.
		Mr. E. J. MOSS, *Japan Gazette* Office.
Manila	Messrs.	J. DE LOYZAGA & Co.
Saigon	"	M. RIBEIRO & Co.
Singapore		*Straits Times* Office.
Calcutta		*Englishman* Office.
London		Mr. F. ALGAR, Clement's Lane.
"	"	GEO. STREET, 30, Cornhill.
"	Messrs.	TRÜBNER & Co.
"	"	BATES, HENDY & Co.
San Francisco,	Mr.	L. P. FISHER, 21, Merchants' Exchange.
New York	Messrs.	S. M. PETTINGILL & Co. 37, Park Row.

The Daily Press.

HONGKONG, MARCH 21ST, 1873.

WE give further on an article from the *Overland Trade Report* of yesterday, upon the remarks made by Mr. HOLT on the Eastern Bill of Lading, which, combined with the excellent letter on the subject from our correspondent "Audi Alteram Partem," will, we trust, place the true merits of the matter fairly before our readers. There can be no question that the terms which are proposed in the Bill of Lading by the HOLT'S steamers are of much severity as against the shippers, and it is not surprising that they should feel an objection to them. According to the memorandum circulated by Mr. HOLT, it would appear that the only ground of objection was the comparatively simple question of deviation; but the other points, not so easily arranged, are of scarcely less importance. There have been several decisions that the Captains of ships are responsible for vermin, at all events if they fail to show that they have exercised due care and diligence to prevent their ravages, and so also with respect to cargo becoming damaged from being defectively stowed, or from being landed without proper precautions against bad weather. In all these instances decisions have gone fully as far as to establish that at least ordinary care and diligence must be used to avert damage from whatever cause it may arise; and seeing that the goods are entirely under the control of the ship from the moment they come into it, the justice of this view is obvious. Indeed, it is, we understand, questioned by competent authorities whether such clauses as those introduced into HOLT'S Bill of Lading would really "hold water," if they were opposed upon grounds of common law. The rule with regard to carriers—and shipowners come into this category—is that the carrier is the insurer of the goods from the time he receives them up to the time he delivers them. This principle is established by very ancient usage, and has always been looked upon on grounds of public policy as of great importance. Railways and other carrying Companies have from to time notified conditions to protect themselves from the extreme severity of this general rule, and where such notices have been brought home to the knowledge of the employer of the carrier, the latter has been held entitled to the protection for which he stipulated, but—to quote from "SMITH'S Mercantile Law."—"These notices as generally worded and interpreted by courts of law, only exonerated the carrier from liability for loss or damage occurring to uninsured goods, *without fault on his part*; for if he were guilty of wilful misconduct, or gross negligence, he was chargeable with the damage occasioned thereby, and his notice was not permitted to limit his responsibility, unless the employer had been guilty of a wilful concealment of the nature and value of the property, for that would have discharged the carrier, even though he had given no notice." Of course, the gross negligence has to be negligence of a serious description, something more than would be implied by the words in ordinary parlance, but still it is always recognised that clauses of this description will not go so far as to make it possible for a shipowner to entirely neglect the necessary precautions for the protection of goods, and wherever such serious neglect could be shown, it is considered by competent authorities that an action would lie for the loss occasioned. Of course it is difficult to form any very definite opinion upon so difficult a point—but there is at least good reason to believe that attempts to throw off ordinary responsibility by clauses of this kind are not to be relied upon; and it is, therefore, probably not very good policy for a steamship owner to introduce clauses into his bill of lading which may, perhaps, at last only prove to be scarecrows, sufficient to keep customers off, but not sufficient to clear the shipowner of liability.

This evening the first Concert of the Choral Society this Season will take place. We judge from the programme that it will be extremely good.

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 17th March, 1873.

Morning.—Disraeli has declined the offer with the present Parliament. Mr. Gladstone is recalled. Afternoon.—Mr. Gladstone has replaced his services at the disposal of the Queen.

France and Germany have concluded a Convention for the payment of the indemnity in instalments, terminating in September. The evacuation of the whole territory will be complete in July, excepting Verdun.

Hongkong, 19th March, 1873.

SUMMARY JURISDICTION COURT.

BEFORE THE HON. H. J BALL.

The case in the Summary Court yesterday were few and of no great importance.

TSZE-KWAI-SUN *v.* CHEANG-A-YEE.—$123.00.—Judgment for the plaintiff.

YIP-CHOO-SOW *v.* RAYNER.—$427.40.—Judgment for the defendant with costs of attorney.

YU-A-PING *v.* CHOY-A-LIE.—$166.90.—Defendant paid into Court $30.10 and costs. Referred to Mr. Chun-tai-kwong.

SHEW-YUN *v.* G. PICKFORD.—$25.00.—Judgment for the plaintiff; payment to be made by instalments of $5 a month.

CHING-A-CHUNE *v.* G. W. SNELLING.—$4.66.—Judgment for the plaintiff.

YAN-A-MEE *v.* LEONG-A-WOON.—$15 34.—Judgment for the plaintiff.

SUPREME COURT.

March 20th.

SUMMARY TRIAL.

BEFORE THE HON. CHIEF-JUSTICE SMALE, AND A SPECIAL JURY.

A. Overbury v. W. H. Bell.

On the opening of the Court, the Attorney-General said he greatly regretted to have to make an application with regard to a matter having no direct connection with the action but arising out of it. It was with respect to articles which had appeared in the papers, and which seemed to him to prejudice the fair trial of the case and to amount to a contempt of Court. He had previously made allusion to this matter and the reports had not accurately conveyed what he said, but conveyed the impression that he had made the remarks on insufficient grounds. As regarded the *Daily Press* he must say the report was excellent, but there was one matter of which he complained where a little spirit of partisanship had entered into the report of what took place. The report in the *China Mail* was as follows:

"Mr. Hayllar (having glanced over the articles in the *China Mail* and *Advertiser*) wished to inform his Lordship and the Jury that they did not in any way refer to the case in Court.

"The Chief Justice said that, had such comments appeared, they would have been most improper. It was however evident that none had."

His Lordship said he did not know that he had said that.

The Attorney-General went on to say that in the report in the *Daily Press*, which was admirably done, this had crept in:

"It appeared, however, that this article, though referring to the Sailors' Home, was with reference to an entirely different matter."

Now these reports would lead to the impression that he had made an imputation without any foundation whatever, and therefore he thought it right that the articles in question should be placed before His Lordship and the jury. If these things were allowed to pass without notice, it would be easy in any case to prejudice the jury and to intimidate persons who might wish to bring actions against any of the papers. If his Lordship should be of opinion that these articles ought not to have appeared they would constitute a grave offence against the dignity and authority of the Court. He therefore applied for a rule, and would proceed to read the part of the article in Saturday's *China Mail* of which he complained. In the first part of it Mr. Scott was discussed, and then the Sailors' Home, or Capt. Overbury, was dragged in in the following manner:—

"But it is strange to find, as the reason given for their latest decision, that the funds will not allow the payment of a salary of £400 per annum to a Superintendent under the amended regime, while the previous occupant of that post enjoyed a large annual income. The withdrawal of the privilege hitherto granted to the Superintendent, to import articles of food and drink, should, if the calculations usually accepted be correct, add a goodly sum per annum to the Home fund. Be this as it may, however, the fact remains that a blunder has somehow been made, and that neither the Chairman nor the local Superintendent of the P. & O. Company had a hand in it."

Now if that was not a direct imputation that Captain Overbury was guilty of making peculations out of the food and drink, the very issue they were there to try, he did not know what it was.

His Lordship.—You say that this is a comment or a quasi-reference to the case, and that therefore it tended to influence the jury.

The Attorney-General.—Yes, my lord. It is taking for granted that there had been mismanagement.

Mr. Hayllar said there was one point with regard to that—

His Lordship said he could not hear the learned counsel on behalf of the defendant, as he was not concerned in this matter.

Mr. Hayllar.—Very well, my lord, then I apply to be heard as *amicus curiæ*, to say that we have never accused Capt. Overbury of peculation. "Peculation" is a word that has never been imported into this case.

His Lordship (to the Attorney-General.) Did you use the word "peculation."

The Attorney-General said he did, but not with reference to this article.

His Lordship said he did not follow the Attorney-General in translating this article into an accusation of peculation. There was, however, enough in the article to entitle the plaintiff to a rule, though he did not think it was very strong in reference to Capt. Overbury's management. Coming however as it did in reference to this trial, there was sufficient tendency in it to influence the jury to entitle the plaintiff to a rule.

The Attorney-General remarked that he was bound to take this course both on public and private grounds.

The Chief-Justice said he had never heard a more moderate opening address than that of the learned counsel, and this matter pained him, because it introduced discomfort into a case which had been conducted with great moderation. He would say that of both sides. Both had been impressed with the public importance—or at all events the importance—of the discussion, and therefore he was sorry to see this. It was unfortunate, and might be a contempt of Court, but he would not say it was so in the absence of the responsible person for the *China Mail*.

His Lordship further observed that Mr. N. B. Dennys was named in the rule, only his initials being given, and remarked on this laxity of practice in the profession.

The Attorney-General went on to say that the other article he objected to appeared in the *Daily Advertiser* on Monday morning, headed "The Sailors' Home," It commenced as follows:—

"In our *Advertiser* of the 1st inst., we entered at length into the subject of this local institution, and alluding to the new manager stated that we believed the appointment would conduce to its future prosperity—that the reforms proposed if carried out would enable us to add that "The Home" had ceased to be a fruitful source of complaint—and further congratulated those at the helm, upon adoption of changes so long and so frequently advocated by ourselves and contemporaries."

Now this was really rather too strong: here was an article assuming that all these charges were true. Then it went into the history of Mr. Scott. Now here were two journals proclaiming this to the world at large—or rather to our little world here? The system was much to be regretted, and he was forced to bring the matter before the Court, because of the reports, to exonerate himself.

His Lordship said he should grant the rule, to be returnable at the rising of the Court.

The Attorney-General said he hoped in the meantime these gentlemen would take some steps in the matter.

J. F. Schuster, sworn: I was born in America, and brought up in England. I am steward of the Sailors' Home. I was previously steward on board a ship. I have been steward at the Home 10 months. My salary under my agreement is $40 a month. I took the bar over as bar-keeper. Capt. Overbury made the first arrangement with me, and then referred me to Capt. Thomsett. I was to be found in the Home, and was to have $40 a month, and as bar-keeper it was to be made up to not less than $50 a month altogether. I had no fixed salary as bar-keeper. I was paid by the returns of what I received from Capt. Overbury. I keep no books. Capt. Overbury keeps my account. The first month, from my wages and the return of the bar my total receipts were $80. I handed over to Capt. Overbury every morning all the receipts of the previous day. At the end of each month Capt. Overbury handed me a sum which varied from month to month. The amount was not a percentage, but was whatever Captain Overbury thought it right to give me, provided that it should not be less than $50. I have given credit, and the returns being short, Capt. Overbury said I had no business to give credit, and that I ran my own risk in doing so. I have lost a trifle in this way, but I never gave credit to any extent. If the beer was not sold I had to return the beer. If I see a man who has had quite sufficient I do not serve him. This is in pursuance of directions from Capt. Overbury.

Cross-examined:—I charge 10 cents a pint of beer, a single drink. I sold no bottles. If a man called for 8 or 9 drinks I charged him a dollar, and he had whatever he wanted. I had imperial measures, but if a man called for a glass he had a glass—if for a pint he had a pint. I have not served 8 or 9 drinks for one man, but for one with his shipmates. I have not seen a man drinking at the bar till he was under the influence of liquor. I have had a man drunk there. I have had to go out of the gate to take him out of a chair. I have had men leave the bar under the influence of liquor, but they never got the liquor on the premises. The profits are made honestly. No one ever said I had done him out of a shilling. I took beer and porter by the cask and if it turned out more that was the profit. I do not know what each cask turns out. I sell brandy at the bar, and charge at the rate of 8 or 9 drinks for a dollar, and 10 cents for a single drink—the smallest quantity sold. Eight or nine mixed drinks would be a dollar—that is at the rate of 11 or 12 cents a drink. I have never to my knowledge charged a dollar for 7 drinks. I am certain of it. Capt. Overbury visited the bar about three times during the 10 months I have been there. When I took the bar I carried on the scale of prices I found there. If a man offered 8 cents for a glass of beer, after some delay I should give it to him. I never had complaints at the bar of the quality or quantity of the liquors. Very likely all the sailors in the Home may have got drink on credit—those that had no money. I gave them credit because they would otherwise have gone elsewhere. I had nothing to do with the supplying of the food, but I saw that it was properly cooked and fit to eat, and that there was plenty of it. I had nothing to do with the weighing out of the food. Capt. Overbury did that. My duties as steward took me all over the building. When absent from the bar I left my China boy to attend to it. I never left it unless I had an opportunity. As steward I had to see that the men got their food in a proper way, to see that the beds and bedding were kept in good order and to look after the cleanliness of the place. I had also to see that the men did not get into mischief, fighting or the like. I was not left to do as I liked. Capt. Overbury did not visit me in the Home very often, but I visited him. Capt. Overbury was seen amongst the sailors almost every day, sometimes in passing, &c., but I do not say that he made it his business to go amongst them in their quarters, inspecting them, &c., when he had a steward to do it. He had no appointed time to visit the sailors: he did so about once a fortnight. The charge to sailors was, I believe, $6 a week for board and lodging. As to taking men into the Home, the system is that I take the men before Capt. Overbury, who hears their story and where they are from, and whether they have been in the Home before. Whether they are received or rejected depends sometimes on what money they have. I ask them for a month's or two weeks' board. If an officer or carpenter wants to go into officer's quarters, I ask for two months' or one month's board, and if they have only half a month's pay I sometimes take it for fear they should spend it outside, and sometimes let them stay to see Captain Overbury. I have nothing to do with receiving or rejecting men. I have not received from Capt. Overbury instructions to require a month's board from the common sailors. I am certain I have never known instances of men being rejected because they had not a month's board. I go into the room when the men are eating—at every meal. Once or twice I have received complaints as to the food, and once in the presence of Capt. Overbury.

Re-examined:—The liquors sold at our bar are not that I know of dearer than those charged elsewhere. I have paid 25 cents for a glass of grog at other places, whereas I charge from 10 to 11 cents. Captain Overbury, as far as I know, has acted as Superintendent, and I acted under his orders.

By the Court.—I was barkeeper at the Hongkong Hotel. I consider the liquors at the Home as good as can be got in Hongkong. They were just as they came from home. I had a few outsiders, not many, at the bar, such as people from the gas works, Rice Mills, and Police Station. I closed at 9 o'clock, sometimes at 9.30. I think public-houses generally are obliged to close at 10, but I am not certain. I have once or twice called in the Police, but I found it gave trouble and generally managed the men myself.

H. G. Thomsett, sworn: I am Harbour Master and one of the Trustees of the Sailor's Home. I was asked to be a Trustee because I was Harbour Master, and I accepted it for as long as I should be Harbour Master. My services are entirely gratuitous.

His Lordship here read form the Constitution of the institution a passage shewing that it began at a public meeting held in Hongkong and that Captain Thomsett the Harbour Master was appointed a Trustee.

A discussion arose upon this as to whether the Harbour Master's being an *ex officio* trustee rendered Captain Overbury a public officer and, as such liable to fair comment. The Attorney-General however said it did not much matter as he should admit that the privilege existed if the jury were satisfied that it was a matter of public interest.

Mr. Hayllar pointed out that the question of privilege was very important, as it was laid down that where it existed the burden of proof of actual malice rested on the plaintiff. Otherwise it was the duty of the judge to non-suit him or order a verdict for the defendant.

Witness proceeded: I was assisted in the management by one or two other gentlemen: during my time Mr. Whittall has principally assisted. I occasionally went over the Home. I instructed the Superintendent as to the wages he was to pay, and received his monthly account. The liquors were originally supplied from the stores in the town. When Captain Overbury had been there for over a year he asked permission to supply them himself on the condition that the Home paid him the same prices that the storekeepers charged. I consulted the other members of the Committee and they agreed to it. Captain Overbury was to understand that he was to get no profits from the sales at the bar, his profits being between what he paid the brewer and what he charged us on arrival of the goods in Hongkong. That system so far as I can ascertain has been kept up with the approval of the Trustees. The gratuity of an uncertain amount to the barkeeper was also approved by the Trustees. There is a book kept, to which I have access, showing those payments. (Book put in.) When a man comes to the Home he is required to deposit a certain amount of advance, one, two, three, or four weeks' board according to circumstances. Sometimes a man may be in the Home for a day, sometimes for two months. The losses in one year were from $6,000 to $7,000, arising from board and lodging, and had nothing to do with drink. At that time we gave a pint of beer a day in for the $6, but in consequence of our losses we stopped it. We kept afloat, however, though we lost so much. I am not sure whether the great loss was in that year alone or the accumulated losses during Captain Overbury's term. I have had every confidence in Captain Overbury, and always considered him a very excellent manager. I never had to complain of anything wrong at the bar, or of the liquors which have always been good. As to Mr. Scott;—Captain Overbury resigned or expressed his intention of resigning, and Mr. Scott, chief officer of the *Travancore*, with others, sent in applications for the office. Mr. Scott was elected, he being then absent from the Colony. As the time drew near for making an arrangement with him, I told Messrs. Whittall and McIver that I thought before we appointed a Superintendent we should delay for sometime, as the Home had latterly been losing money, and that under any circumstances I would not advise any Superintendent being appointed for more than one year certain with three months' notice on either side. I also thought that Mr. Scott having attained a certain rank in the P. & O. Company, it would be unfair to offer him a post the tenure of which would be very uncertain. Mr. Whittall and Mr. McIver agreed with me, and I was to tell Mr. Scott we were not prepared to enter into any agreement, and if Mr. Scott was not satisfied with my explanation he had better consult them. I know of no official communication made to Mr. Scott offering him the appointment. If there had been it would have been with my knowledge, and would probably have been through me. (The witness then described his interview with Mr Scott, who said he would not think of leaving the P. & O. Service on the agreement decided upon.) Seamen have frequently been taken into the Home who had no money. The book before mentioned will show these cases.

Before the mid-day adjournment, the Attorney-General said with reference to what he had stated about the *Daily Press* report, that he was informed that the words "it appeared, however, &c.," were inserted as being the substance of what Mr. Hayllar had said about the article, under the impression that he (the Attorney-General) agreed to those remarks, as he had not dissented from them. He wished to say that he did not intend any reproach to the *Daily Press* in this matter.

The Court then adjourned, and resumed at 2.15 p.m.

Capt. Thomsett, cross-examined:—There has never been an annual meeting at which the audited accounts have been brought forward. At one time there was a paid auditor, after which we could not pay one, and I audited to the best of my ability. Our agreement with Capt. Overbury was that he was to supply liquors at certain prices. I had nothing to do with the prices at which he bought them. The price for a cask of beer was $34 or thereabouts, and the price which the barkeeper was charged at was $50. The difference, I am satisfied, went into the general funds of the Home. The bar was established when the Home was opened. A Home without a bar would be useless. Though the Rules may not mention it, there has always been a bar. I don't know that other Sailors' Homes have bars. I only know a Naval one at Postmouth, and there they had a canteen. I do not think that canteen was under more stringent regulations than our own. When I say that a Home would be useless without a bar I mean that it would not pay, and also that people going to a place like that or the Hongkong Hotel are entitled to get drink if they can. I do not know that there are services in which sailors engage on the teet tal system. I know nothing about other Homes. I know generally about the runners at this Home. I think the system is very good for this place. Any system is open to abuse if you choose to abuse it. I do not recollect that one of the rules drawn up in 1865 was that only 14 days' board was to be deposited. During all the time I have been connected with the Home I have had about six complaints on the subject of food; none that I recollect on the subject of liquors. I never enquired how often Captain Overbury inspected the Home generally. I had sufficient confidence in him without looking after him. I cannot say what arrangement will be made with the new Superintendent, because all is subject to alteration.

The foreman of the jury said they wished to ask one question. Capt. Thomsett had stated as one reason for not putting in a new Superintendent on as good a footing as the old one, that the institution had not been paying latterly. Would he explain how it was that it was not paying?

Capt. Thomsett.—Because of the much smaller number of seamen now in the Colony.

In answer to further questions the witness said he knew nothing about the shipping of seamen but had reason to believe so far as he knew that the system was as Capt. Overbury stated it. He had had no complaints as to preference being given to one sailor over another. A sailor once said he thought he ought to have some butter for his money, and this article had since then been supplied to all.

Mr. Hayllar then addressed the Court and jury, laying his case before them at considerable length, the court not rising until half-past five. Mr. Hayllar's speech will be given to-morrow. The Court adjourned to 10 a.m. this day.

CONTEMPT OF COURT.

Mr. N. B. Dennys' editor of the *China Mail*. was then called upon to show cause under the rule referred to above. Mr. Dennys said that if after his Lordship had heard him he held that the article did tend to prejudice the case he should express the deepest regret and apologize to the Court. But with regard to the passage on which the Attorney-General had laid so much stress as tending to accuse the plaintiff in the case of Overbury v. Bell of peculation—

The Attorney-General said his meaning was that that was one of the questions to be tried in the case, whether Capt. Overbury was guilty of peculation.

His Lordship pointed out that one of the points in the alleged libel was that there had gross mismanagement in allowing Capt. Overbury to make a profit on drinks. That being a question before the Court, he would leave it to Mr. Dennys's good sense to say whether the article did not tend to influence the decision.

Mr. Dennys said the article was written without the slightest reference to or thought of the case. He begged most emphatically to say that he did not intend in any way to influence it.

His Lordship said he was sure of that, but Mr. Dennys would see now that it was pointed out that there was such a tendency in the article. If therefore he expressed regret the Court would be satisfied. He only hoped this would not be done again.

Mr. Dennys said if his Lordship ruled that the article was improper he should not think of arguing the point. But might he be allowed to point out that what was said about Capt. Overbury's making a profit was given in evidence by Capt. Overbury himself, and was a thing which had never been questioned.

His Lordship said that still the paper should not have commented upon it. He did not think it was intentional.

The Attorney-General pointed out the first part of the article as having also a bearing on the trial. He did not accuse Mr. Dennys of having wilfully done it, but it was his duty to bring the matter before the Court.

Mr. Dennys then apologised for the appearance of the article, and the Attorney-General, to show that there was no illfeeling, did not ask for costs. The rule was discharged.

Mr. Wm. Curtis, publisher of the *Daily Advertiser*, was then called upon. He said the article in his paper was in reply to one in the *China Mail* of the 15th instant, taking it to task for what the *Advertiser* considered a false statement, and in no way tended to bring the institution into discredit. If, however, he had been guilty of contempt of Court he was very sorry for it.

His Lordship said he was of opinion that there had been a contempt of Court, but did not suggest that it was done with any malicious motives. After some discussion on the subject, Mr. Curtis expressed his regret, and apologised to the Court, and this rule, like the former one was discharged.

His Lordship remarked that no man thought more highly of the liberty of the press than himself, but it could not be allowed to comment on a case *sub judice*. In the present state of newspaper matters in the Colony, he was quite sure this would not occur again.

POLICE INTELLIGENCE.

BEFORE THE HON. C. MAY.

DESERTION.

European constable No. 76 charged a private of H. M. 80th Regiment, named James Morgan, as follows:

Complainant stated that at 10 p.m. on the 19th there were several soldiers quarrelling in front of the "Welcome Home" Tavern, and from the conversation he heard, he understood three or four of these soldiers were going to escape from their regiment and go on board of the coolie steamer *Rosita y Nena*. The defendant was in private clothing as now, and he believed he had broken out of barracks.

Defendant said he had broken out of barracks, and had nothing more to say, and was handed accordingly to the military authorities.

ANOTHER SOLDIER'S CASE.

European constable J. Harvey, No. 37, charged two privates in H. M. 80th Regiment with desertion, and attempting to make away with Government property, namely, blankets and quilts.

Complainant said he was in company with P.C. Blake at midnight on the 19th instant near the Pawnbrokers' engine-house, and saw the two defendants, named J. Evans and Thomas Clay, with a bundle at the door of the engine-house. He saw one of them throw the bundle into the engine-house, but a Chinaman threw it out again. He then went up to them and asked them what they were doing, and they said, "Oh, it is all right, we are going," but he told them, it was not all right, he wanted to see further into the affair. The first defendant said that he had been over to Kowloon and was returning to Fletchers' Building. Not being satisfied with this, he told them he was going to charge them with desertion, and with attempting to dispose of Government property.

Lee-a-ling, declared, said he was in charge of the Pawnbrokers' engine. At midnight on the 19th instant, he was aroused by two soldiers, who threw a bundle into his place, as the door was open, and he asked them what they meant by coming to him at that hour with a bundle. They said they wanted to sell, would he buy? He said "No;" and threw the bundle out. The defendants were then arrested by the police.

P.C. Harvey said defendants were the worse for liquor, and the bundles were a complete set of a kit for two men; except rifles.

First defendant said he took the kit out of barracks in a drunken fit, and was going to Kowloon. Did not intend to desert, when he came to himself he would have returned with his kit to Fletcher's Barracks. Second defendant had nothing to do with bringing the kit out of barracks. He met him outside.

Second defendant said he had no intention of desertion, and had no hand in bringing the things out of barracks; the first defendant was the one who brought them out, and he accidentally met him outside the barracks. His own kit was correct.

His Worship told defendants that it was not proven whether they were intending to desert, that would be ascertained before a military tribunal, before which he would send them.

P.C. Harvey said that one of the defendants made a statement to P.C. Blake on the road to the station.

His Worship said he would send the depositions to Colonel Smith, as also the depositions in last case, and doubtless Blake would be sent for to give evidence.

Defendants were then handed over to the military authorities.

AND YET ANOTHER SOLDIER'S CASE.

Another soldier, a private in H.M.'s 80th Regiment, named W. Smith, was charged by a tailor named Too-a-kwi, residing in Square-street, with stealing an unfinished Chinese jacket.

Complainant said he had been out, and on his return missed a jacket. On enquiry found that no other person had entered the shop but a soldier. It was then concluded he had taken it, and search was made for the man, and defendant was found in Lascar Row, being chased by another man, who charged him with stealing a rupee.

Hip-a-now, a tailor, gave evidence of defendant being in his master's shop, and of the apprehension of him.

Pang-a-kum, a jeweller in Square-street, declared, said defendant and another soldier came into his shop, and were looking round. A drawer was open, and a rupee was there in, and the defendant picked it up and asked the value of it. He was told 45 cents. He thought defendant put it back, but presently he missed the defendant, and looking in the drawer saw the rupee was gone. He then asked his companion where defendant was, and he said he did not know; search was made, and he was apprehended by a police-constable, and the rupee found on him.

Defendant said he was very sorry for what had had happened, he was drunk, and unaccountable for his actions. Had he been sober he would not have been guilty of such an act.

Inspector Halloran, sworn, stated defendant had been drinking, but was sensible enough to know what he was doing.

P. C. J. Tweed, No. 116, sworn, deposed to apprehending the defendant, being chased by some Chinese, and finding in his possession a rupee and an unfinished jacket

The rupee being recognised by the jeweller, and the jacket by the tailor, they were restored to their rightful owners.

The defendant was sent to four months' hard labour.

OBSTRUCTION.

European constable No. 24 charged Captain Clark, Superintendent of the Hongkong Pier and Godown Co., as follows:

Complainant stated on the 15th instant, between 5 and 7 o'clock, he was on duty on the Praya East, and at 5.30 p.m. five ladened trucks were sent from the pier to the godowns, and in consequence of the steam engine not having given the trucks force enough, two of the trucks stopped short on the Praya, one across the foot path, and one across the Praya. There was, however, room enough for a carriage to pass, but as Mr. Pyke interfered and complained, he took the matter in hand, especially as the trucks were allowed to remain 20 minutes.

Defendant said that he remembered the night in question very well. Mr. Pyke was the party who complained, but there was no necessity for it, as there was plenty of room for his carriage to get past.

His Worship said he thought that there were two hours alotted every evening when the steam engine and trucks ceased running, to allow carriages to pass.

Defendant said that was an order of his own making; an order which he himself compiled for the convenience of carriages, but there was no compulsion for him to do so. This night he was compelled to work late, in consequence of the *Gordon Castle* having to leave for the North. He had always taken care to avoid any accident happening, and the wharf had been in working for the last few months, and not one accident had happened yet.

His Worship said if there was no order which forces two hours to be allotted for a clear way for carriages every evening, there should be, and as this was an obstruction, he must mark it as one by a fine. He would fine defendant in the sum of £5, and in default of goods and chattels, must inform him that 14 days' imprisonment must meet the demand.

A DISTURBER.

J. A. Nelson, P.C. 5, charged one Abdool Raymon, a seaman unemployed, with on the 19th instant being drunk, and making a great disturbance at Mahomed Arab's boarding house.

Defendant admitted being drunk, and said he did not know what he was doing.

Fined $1, in default, two days' hard labor.

THROWING BALLAST OVERBOARD.

Mr. J. J. Collaco, Inspector of Junks attached to the Harbor-master's department, charged Wong-a-hop, Kang-a-chun, and Wong-a-lum, masters of three salt junks, with throwing ballast overboard west of the Sailors' Home.

Defendants pleaded ignorance of the law but were fined $5 each.

INQUEST.

The adjourned inquest on Law-chau-foo, was resumed yesterday.

Dr. C. Wharry, sworn, stated deceased was brought to the Hospital on the 12th instant. It was reported to him that deceased had received a nick on the upper part of the back, he was lying on the floor of the civil Hospital perfectly helpless, he had lost all power of his body except all slight movement of the head. He judged deceased was either seeming or that, he had received a severe injury to the spine. He complained of pain at back of neck, and he treated him for concusion of the spine, and he died on the morning of the 19th at 1 a.m. There were no marks of violence on the body, and was that of a man about 43. He made a *post mortem* examination, and found an extravasation of blood in the centre of the spinal cord at the back of the neck with softening and breaking down of the tissue. There was congestion of the membrane to the cord and congestion of the brain. These were probably the results of an extension of the inflamation of the spinal cord. Thinks the injury to the spine was direct violence. A blow from some blunt might have caused it, but a direct wrench could not have caused it, but a blow must cause it. Such an injury is not always fatal, it would to a great extent depend on the severity of the blow. The cause of death was the inflammation of the spine. A fall backwards on some projecting substance would have produced the injury.

Foo-oht-tin, a married woman declared stated she was the keeper of a public latrine, deceased was a partner of hers. On the 12th deceased was squatting down eating some sugar cane. This was about 11 o'clock. The dog of a man named Quan-a-suey came near him, a large Chinese dog; never heard whether he was given to biting or not; deceased was afraid the dog would bite him and struck the dog with the sugar cane to drive it away. The dog cried out. Quan-a-suey came out of the latrine and was angry. The dog was trying to follow its master, and when Quan-a-suey came out, he said why did you strike my dog at the same time giving deceased a kick on the back. At this time both men were on the level pavement but deceased was squatting on the edge of a retaining wall eight feet high, and the kick forced him over and he fell on his face on some debris where a house had fallen down before, turning over twice on the slanting ground. Is sure the kick was not so high as the back of deceased need. Did not think Quan-a-suey meant to kick deceased over the wall. He said nothing more than what she had described. Deceased had no opportunity to return the blow, when fallen could neither rise nor speak. Quan-a-suey run away; she got assistance and placed him in a chair and carried deceased to the central police station; they gave him ginger and tea before this and he appeared to revive. About half an hour elapsed before they got to the station. Knew deceased who lived in the same street for several years but never knew of any quarrel to have been going on between them at any time. After deceased revived a little, the ginger and tea having been administered, he said a man had kicked him and he fell, he did not know his name. After the evidence of a clansman who corroborated last witness's statements, and of a woman who claimed deceased as her nephew,

The jury returned a verdict of manslaughter against Quan-a-suey.

HOME AND CHINA AFFAIRS.

(*From our London Correspondent.*)

(*Continued.*)

WEALTH AND LUXURY.

It is very clear that wealth is accumulating too rapidly in England, and that we are living at a rate which the bounty of nature is unable to support. It requires an acre of ground to raise the animal food which each adult in Great Britain consumes in the course of the year, and although we derive supplies in various shapes from abroad, the price is constantly advancing, and there seems a certain prospect of an ultimate scarcity. For groceries we are entirely dependent on foreign markets, and for bread in a great measure. Coal, iron, and labor are our own, and we seem to have used them up to a greater extent than has occurred with other essentials. In February, 1851, the price of household coals in London was 12s. 3d. per ton. In February, last year, it was 23s. At the present moment it is 45s. to 50s. with unprecedentedly low stocks. It is all nonsense to throw the blame on strikes, or on the rapacity of the coal masters, or on the failing of the mines. To attribute the scarcity to any of these causes is simply to beg the question. The demand is in excess of the supply, and naturally the price must go up. There is no falling off in the out-put of the mines—that remains stationary. The owners of the mines would get out more if they could, but they cannot do so, for the men, enjoying life all the more with the late advance of wages, now struggle for shorter hours, and will not accept of advanced wages for extra time. On the other hand, the well-to-do people, relying on their money-bags will have coals without stint, and consequently must pay anything for them, that the coal masters choose to demand. It is notorious that under the English system of using coals, fully three-fourths of the heat is wasted, and yet all that can be said on the subject seems to be wasted too. Manufacturers, and other large consumers of coals are adopting most effectual steps to economise consumption, and as the middle and poorer classes are being pinched tight by the high rates of fuel, the ingenuity of experts is being taxed to the utmost to devise inventions whereby the maximum of heat, and minimum of waste, may be attained. The advertising sheets of the papers have lately been prolific in such schemes, but John Bull is hard to move from his fire-side arrangements. The time has come when he must yield to necessity, and there can be no question that the result will contribute very largely to our continued national prosperity, not only in averting a sad waste, but in preserving for the future the veins of coal which are being rapidly worked out. In order to comprehend this important question, the reader should know, that out of the 110 million tons of coals delivered from the mines annually in Great Britain, not quite one-tenth is exported, and that includes the supplies to sea-going steamers.

COMMERCIAL MORALITY.

Commercial morality in London does not stand on a pinnicle from which stones should be thrown, but really as compared with what goes on in the United States our jobbery appears a very small potatoe. A shameful scandal has arisen out of the construction of the Union Pacific Railway, which the Government stimulated with a grant of 12,000 acres of land and a loan of from $16,000 to $48,000 dollars in currency for every mile of road undertaken and completed. A ring was soon formed to manipulate the prey, and Congress was absolutely induced to allow the rogues to issue bonds to the same amount as the Government loan, the interest on which bonds bore precedence to the interest on the Government loan. The "Ring" then founded a sort of a bank, called the "Credit Mobilier," and through it realised an amount of plunder which gave them a dividend of one thousand five hundred per cent., and managing to envelope the railway so entirely in the meshes of their bank, that, by no possibility could any interest accrue to the Government, whose claim already amounts, to five millions of dollars. Last September a law suit arose between two of the thieves, when the true position of affairs began to be eliminated. It then appeared that some of the leading politicians of the country has been subsidised to avert proceedings in Congress, Mr. Colfax, the vice-President, being one of the parties implicated. These men one and all unequivocally repudiated the charge, declaring it to be an electioneering scandal. However, further investigation has developed undoubted proof of the charge being true, and Government have employed lawyers in hopes of establishing their rights, meanwhile the subsidy for the carriage of the mails of Government troops and stores is withheld.

THE "NORTHFLEET" DISASTER.

The "Dungeness Collision," as the disaster to the *Northfleet* is termed, continues to occupy a deal of space in the columns of the leading journals. You have been informed that the *Murillo*, the Spanish steamer which sank the *Northfleet*, duly reached Lisbon, her port of destination, and immediately left in consequence of a telegram from the owners, to the effect that if she had "collided" she must "cut." She accordingly proceeded to Cadiz with the cargo she had on board, deliverable at Lisbon, say 1,000 tons of railroad iron. Her leaving port in this informal manner was quite illegal, and must have been connived at by the harbor authorities on the Tagus. These scamps have been suspended. On the *Murillo's* arrival at Cadiz, she was seized at the instance of the British Consul, the master, chief officer, with some of the crew being arrested, and a formal investigation was held. Two English witnesses, one a passenger, the other the second engineer, swore positively that hearing the hail from the *Northfleet* they ran on deck and saw the collision, that they heard the cries for help, and thought the master of the *Murillo* was going to lower his boats, after working clear of the wreck, that being horrified at seeing him proceed, they called to him to stop and render assistance, but that he resolutely proceeded to sea. The Chief Engineer, also an Englishman, swore to the collision, but could give no details, as he was attending to the engine. The time, the place, the situation, and everything corresponds, and no doubt whatever can be entertained on the subject. The *Murillo* cannot deny a collision because of the running away from Lisbon, but they actually set up the absurd statement that they collided with some other vessel than the *Northfleet*, on the same night and at some other place. The first batch of officials called to survey the vessels declared there was a total absence of all marks of collision, the second batch, however, had to confess the existence of a little indentation. The coroner's inquest is still going on near the scene of the tragedy. As the *Murillo* was off the track of outward bound vessels, as she disregarded the hail of the *Northfleet*, and as she left her victims to perish, a verdict of manslaughter is possible. We have extradition treaties with the United States, Germany, France, Belgium, and Denmark, five powers only, so that we cannot demand from Spain the rendition of the culprits, but as Spanish honor is at stake, I suppose they will be told to leave the country, and that amounts practically to the same thing. The owners of the *Northfleet* have commenced a suit against the owner of the *Murillo* for £14,000, and as the latter is one of a line of steamers trading out of the Thames, I suppose there must be something tangible to fire at. The Queen has placed Mrs. Knowles on the pension list, but for £50 per annum, and the Mansion House fund for the relief of the sufferers exceeds £6,000.

THE JAPANESE AT HOME AND ABROAD.

Regarding the new Japanese move in education the *Telegraph* has the following:—

If the report be true that the Japanese Government is to obtain 1,300 schoolmasters from England, in order that they spread the knowledge of English through Japan, we may see one of the most wonderful changes of nationality ever witnessed in the history of the world. A people's nationality is the last thing with which it will part. Greece, Rome, all the countries of modern Europe, attest the tenacity with which religion, language, laws, and customs of local growth are cherished. Scotland has still so vigorous a nationality, and she nurtures it with such care, that it may not be affected for centuries. Ireland has held fast by whatever is Irish, and has thus destroyed, in great degree, the healing influence of those laws which would make her forget the past. But the most narrowly national of all countries had seemed to be China and Japan. Both tried, for a time, to shut out foreigners from their sacred soil, and Japan so feared the influence of a foreign religion that, according to the dark stories of the past, the Dutch, traders who settled on her coasts, were required to subject the symbol of Christianity to the last token of degradation as a proof that they came merely to buy and sell, and not to preach. Nay, it is only a few years since no foreigner would have dared to go through any part of Japan without an armed escort, and an attempt was made to massacre the members of the English Embassy so late as the time of Sir Rutherford Alcock. But the country has wonderfully changed in spirit and policy within a few years. The Daimios, or feudal chiefs, have lost much of their old power, and the Government has learned that the only way to save Japan from the fate of all Eastern nations which come into contact with Western, is to adopt the civilisation of the West. They have further learned that the civilisation of the West is to be acquired from the example of England. Hence the wonderful attempt to copy the ways and the speech of this country. A crowd of Japanese lads have been sent here to be educated. They are to be met in every part of London. All of us run against the dusky young strangers in Piccadilly, Regent-street, Fleet-street, and the Strand. Many of them are students in the best-conducted private schools of the suburbs. Nay, some time ago there came the still more startling rumour that the Japanese Government were on the look-out for a new religion, and that what we should call a Royal Commission had issued to inquire into the faiths of Western Europe. We fear that, if the Commissioners examine the Archbishop of Canterbury, the Pope, Mr. Spurgeon, Dr. Candlish, Archdeacon Denison, and Mr. Whalley, the report will be somewhat confused. Much more of real interest is the rumour that the Japanese authorities intend to introduce the English language. Should the experiment succeed, it will be one of the most wonderful in the whole range of history, and may develope a new type of civilisation, laden with great possibilities for the future of the peoples who crowd the East.

And a correspondent of a weekly literary journal takes the following view:—

"We have recently noticed the signs of Japanese progress in material things, including railways, lightships, and telegraph lines, and it now appears that the Japanese philologists, having selected our language as the most convenient to adopt in order to replace their own, have made up their minds to reconstruct it in several particulars, and eliminate from it the irregularities which have grown out of dialectic differences and various modes of spelling. In the first place the new Anglo-Japanese language will be, as far as possible, written as pronounced, and our mother tongue will be "weakened" by the abolition of what are known as the "strong" preterites and participles, by making all plurals, and sinking all exceptions to rules. When then Japan enjoys the blessing (?) of primary education, school boards, and the other aids to learning in fashion among us, a sentence something like the following will probably appear in the child's primer:—"Too mans speked to sum woomans hoo wair driving sum oxes too market, and, wen tha noed nobody seed them, striked the woomans on the hed, and drived awa the cattel and goed hurts in the plunder. It may safely be averred that whatever the use of such tongue the Japanese will hardly distinguish themselves in poetry or elegant literature with such a jargon thus multilated."

It strikes me that these writers do not quite comprehend the case. The Japanese, I fancy, simply wish to Romanise their own language on the English system, instead of expressing it phonetically, as at present, that is to say, to develop it by the application of rules of Grammar. This is what the Chinese should do, and in my opinion if our "priesthood of sinologues" were to set to work earnestly and industriously, to accomplish the object, that they must necessarily succeed. Ossian and hieroglyphics can hardly live in a sublunary atmosphere against Dr. Johnson and Lindlay Murray.

EMIGRATION.

Notwithstanding the demand for labor at home, emigration during the last three months of 1872 was more active than usual, since no fewer than 37,855 persons of British origin sailed from this country, as against 30,753 in the same period of the year preceding; and here once more we are confronted with the fact that, though the majority of emigrants are no longer Irish, they still prefer the United States to any of the British Colonies. For the last four years emigration has been on the increase from England and Scotland as compared with Ireland, and yet, out of an aggregate of 214,000 emigrants for the whole year, 164,000 threw in their lot with the American Union. Canada and her sister settlements got but 24,000, and the Australian Colonies altogether only 15,000. Of the 10,000 not traced we suppose a certain proportion went to the Diamond-fields; but it is singular, considering the manifold prospects offered by our numerous dependencies, that the United States should still be so exceptionably attractive. The truth is, probably, that our Colonies are thought wanting in one recommendation or another. New Zealand, for instance, in climate, soil, space, and promise is everything that could be desired; but, then, it lies at the remotest end of the earth. Canada is close at hand, but the Canadian Winter is rigorous, and the aspect of the country generally less inviting. On the other hand, the United States appear to combine all advantages—boundless territory, suitable climate, and accessibility. Besides this, the emigrant has all the resources of a large settled population to rely upon, and the various wants of forty millions of citizens multiply indefinitely the chances of employment.

In the United States Senate a Subsidy Bill for a new line of mail steamers had been introduced by Senator Anthony, of Rhode Island. The proposed line is to be one from San Francisco to Australia and New Zealand, under the American flag, and the subsidy proposed is $225,000 a year. This line is got up under the auspices of Mr. Thomas A. Scott, of Philadelphia, and General Ambrose E. Burnside. They propose to run American-built iron screw steamers in connexion with the Pacific railroads, and if they get the subsidy they will start at once, chartering vessels until they can get their own constructed. Mr. Scott is the president of the Southern Pacific Railroad, now building, and the vice-president of the Pennsylvania Railroad. For a similar mail service to Australia another Bill is now pending in Congress, for what is known as Webb's American line, the subsidy asked in this case being $500,000 a year. Mr. Scott, it will thus be seen, underbids Mr. Webb, and the rival lines will have some warm work at Washington.

The American clipper ship *Young America*, arrived at San Francisco January 20, from Liverpool, making the run in 99 days—the shortest passage on record. Previously to this the voyage had been made by the British clipper *Golden Gate* in 100 days. The *Young America* is a New York vessel, and on one occasion she had made a trip from San

Francisco to New York in 80 days, and on another occasion in 81 days.

STATISTICS.

You must allow me to indulge a little in my predilection for statistics. When, in 1851, the house duty was substituted for the window tax, there were found in Great Britain 467,000 houses, of the value of twenty-one and a half millions sterling liable to the charge. In the year 1871, the number of houses had increased to 796,393, and the value to forty-one millions sterling—the returns, in both cases, excluding Ireland. In 1871, the loss of British shipping alone amounted to 3,423 vessels, of the tonnage of 1,108,171—the lives lost being 2,189, and this is deemed very moderate in comparison to the amount at stake! The value of raw Cotton imported into England last year exceeded 53½ millions sterling; in 1864, during the American war it exceeded 78 millions, or more than our entire revenue. Last week the returns of the London Banker's Clearing-house was £149,242,000. The highest ever known. In July last year it amounted to 147½ millions, the circumstances being rather exceptional.

M. de Lesseps is on a visit to Constantinople—his object being to settle the tonnage standard on which the Suez Canal dues are to be levied. The Sultan, you may remember, maintained that the decision of the point rested with him. He seems to have waived the point, and has referred M. de Lesseps to the Khedive. The British standard is sure to be adopted I believe.

MAILS.

The English mail which left Hongkong on the 25th December was delivered here on the 3rd instant, whilst the Messageries steamer, which left a week later, reached Marseilles only two days afterwards.

THE EASTERN BILL OF LADING.

(From the "China Overland Trade Report.")

An interesting discussion has taken place in the local papers upon a memorandum by Mr. Alfred Holt, of Liverpool, in which he takes into consideration the terms of the Eastern Bill of Lading, and directs attention more especially to its being, in his opinion, quite unnecessary to insert the clauses with reference to deviation, as he holds this is a point which could easily be settled by the Underwriters charging a slightly increased premium; while with respect to the duration of the journey, the shipowners are, of course, interested in making their lines such as can be depended upon for the performance of the voyage in as short a period of time as possible.

The arguments used by Mr. Holt upon these points are apparently pretty generally endorsed, so much so that the Underwriters here actually carry out the plan suggested as to deviation, a clause being inserted in policies that in the event of certain deviations taking place, an extra amount of premium shall be payable. To this extent, therefore, Mr. Holt's arguments, though terse and clever, are really a battling with the air; but it appears that, under the form of discussing the whole of the Eastern Bill of Lading as compared with his own, he really only discusses a portion of it, and that the point at which it differs from that used by the Holt's line, to which objection is made by the Underwriters and the Merchants, is the introduction of some very stringent clauses designed to relieve the shipowners of responsibilities which have hitherto attached to them. The various points are ably summed up in a letter signed "Audi alteram partem," which has been addressed to the Hongkong *Daily Press* upon the subject; and it is difficult to gainsay the arguments which are used by the writer, who is evidently thoroughly conversant with the details of the subject. The clauses to which exception is chiefly taken, are those which purport to relieve the shipowner of responsibility in respect (*a*) to vermin, (*b*) to rain, (*c*) to evaporation or smell from other goods, (*d*) injuries from machinery *however* caused. It is obvious to everyone conversant with shipping matters, that these exceptions tend to relieve the vessel of responsibilities which have hitherto always been considered to attach to it, and that, too, in directions where it is most desirable that the Captain and officers should have every inducement to be careful. These various points are dealt with so fully in the letter given further on, that it is not necessary here to do more than indicate them. It is important, however, to note that the probable effects of relieving the ship of responsibility would be to diminish the care and diligence which would otherwise be exerted to avoid accidents from the causes excepted. In the course of time this carefulness will diminish, as human nature is human nature even in Liverpool lines of steamers, and it is quite certain the responsibility is the only guarantee of vigilance in such matters, so that it is on this ground, as well as upon others of a more direct character, unreasonable to claim such exceptions.

The important point, however, for the consideration of the Holt's line, is that other owners recognise the justice of the above views, and if this is the case, it is not likely to further the interests of the steamers to adhere to the clauses objected to. The Chambers of Commerce both of Hongkong and Shanghai have agreed to give preference to steamers using the Eastern Bill of Lading. General assents of this kind are no doubt often of comparatively small importance as, when they come to be pitted against the exigencies of business, they are frequently found to give way in practice. This may possibly be the case in the present instance, but at the same time so general an expression of opinion on the part of shippers would seem worthy of attention. If it is the fact that so much vigilance is exercised by the Holt's line in the interest of the shippers as to render the clauses practically unimportant, it is clear that the shipowners would lose nothing by receiving the goods on the terms of the Eastern Bill of Lading. If, on the other hand, this amount of vigilance is not exercised, the clauses objected to will certainly induce shippers to give the preference, whenever they can do so, to steamers in which they are not compelled to run these risks.

THE FIFTH-AVENUE THEATRE FIRE.

(New York Tribune, January 2nd.)

The matinee performance in the Fifth Avenue Theatre was well attended yesterday afternoon, the play being "New Year's Eve, or False Shame." The comedy ended at 4.20 p.m., and the large audience slowly left the theatre. The actors also quickly put on their street apparel, and went to their homes. As soon as the house was vacant the watchman went over the entire building to see if it was in a safe condition. He found everything in its usual place, and the building apparently entirely safe from fire. Leaving the building in charge of several of the scene painters, he went to his dinner.

In the box-office, A. Appleton, the theatre treasurer, was counting the money received during the day. He was anxious to go his supper, and looked up at the clock to see what time it was. He saw that it was exactly 4.35 p.m., and then happening to glance toward a door leading into the cellar underneath the lobby, noticed that smoke was curling over the fan-light. Dropping his pen, Mr. Appleton ran down the stairs leading to the cellar, and upon reaching it found the wood-work blazing near the furnace on the left side of the lobby.

EFFORTS TO CHECK THE FLAMES.

Running up to his room he caught up a hose attached to a fire-plug in his office, and, after turning on the water, carried the hose down into the cellar and endeavoured to extinguish the fire. The flames in the meantime had run back through the dressing-rooms underneath the auditorium, and had gained the large room underneath the stage, which was filled with machinery and scenes.

At the moment, Mr. Roberts, the scenic artist, was at work on the stage, with a number of his assistants, examining some old scenes. The first warning they had was a great tongue of fire which seemed fairly to spring through the stage. One of the assistants shouted, "The house is on fire," to Mr. Roberts, who was on a platform above the stage. Mr. Roberts looked down and saw the flames pouring out though the traps and igniting the canvas and wood work. Several of the men ran to the fire-plugs, and, turning on the water, directed streams upon the flames. The appliances to put out a slight fire were abundant enough; but in a contest with the tempest of flames which were raging beneath the stage they proved utterly useless.

PERILOUS ESCAPES.

Soon the flames burned through the stage at various places and caught hold of the scenes. With amazing rapidity the flames ran from scene to scene, and before the astonished painters could realize their danger, their retreat into the auditorium was cut off. The men, however, by great effort, succeeded in gaining a stairway leading to the top of the theatre, and reached the roof. They then ran to the roof of the kitchen of the Fifth-avenue Hotel and escaped by the scuttles.

Meanwhile, in the auditorium, several of the attendants had got out the hose in that part of the house, and were engaged in an attempt to flood the cellar through gratings in the floor. One of the attendants leaped upon the stage and, taking hold of the drop-curtain, drew it on one side. The other persons in the theatre were horrified to see through the opening that the entire stage fittings were in flames. In a moment the drop-curtain itself was on fire, and burning fragments of it fell upon the front of the stage. No sooner was the shield thus withdrawn than flames from the burning stage-scenes ran out into the theatre. At the same instant flames came up through the flooring, along the front of the stage, and the draperies over the front of the boxes were fired. The attendants at this point fled. Standing in the lobby for a few moments, they saw the flames rush up in a mighty volume from the broken floor, and gain the gallery, the dress circle and the ceiling. A moment more and the entire interior vanished from sight in dense smoke, which poured out into the lobbies and drove every one into the street. All present expressed their astonishment at the quickness with which the flames mastered the building, and remarked that the fire was apparently discovered at the front and back of the house at the same moment.

THE FIREMEN ON THE SCENE.

The fire had now mastered the building; flames were pouring out of the front windows and through the roof; great tongues of fire leaped high into the air. An alarm of fire had been sent at 4.45, but the engines did not arrive at the theatre for many minutes, being detained by the great banks of snow in the streets. The first engine had no sooner arrived than Assistant Engineer Sullivan, appreciating the magnitude of the danger, sent out a second alarm, summoning another division of engines. These were hindered, as the first had been, and accordingly the flames in the theatre were beyond control by the time they arrived.

ALARM IN THE FIFTH AVENUE HOTEL.

The announcement that the theatre was on fire at first caused the hotel proprietors great alarm, and also to many of the hotel guests. When the theatre was erected, special precautions were taken by Mr. Amos R. Eno, the proprietor of the hotel, against a fire in the theatre reaching the hotel. The wall of the theatre was sixteen inches in width, and then came a space of three feet between it and a partition wall, also of sixteen inches in width, which was built by Mr. Eno as a protection to his hotel. The guests were reassured by this announcement, and few fled.

An accident, however, put the hotel building in great danger for a few hours. A half an hour after the flames burst out in the theatre, part of the side wall fell into a small court-yard of the hotel, and crushed an ice-house. A heavy portion of the theatre wall, however, fell with great force against the back wall of the hotel and crushed it in, making an aperture in the side of the hotel of at least thirty feet in length and twenty feet high.

The firemen were summoned into the hotel, and in the meantime the flames in the burning kitchen were kept under by streams of water from the hotel hose. A hose was quickly brought from the street, and in a few moments the flames were put out.

THE LOSSES.

The building belonged to Mrs. Lucy D. Fisk, widow of James Fisk, Jr., and was valued at about $150,000. It was sub-let to Mr. Daly at a rental of $25,000 per annum. The loss is almost total, as it is probable that only a portion of the front will be saved.

The loss of Mr. Daly will reach $50,000. He loses the MSS. of all his plays, including those of "Diamonds," "Saratoga," the new play of "Alixe," not yet produced, "New Year's Eve," on the boards at the time of the fire, and many others. He had also in the theatre a large number of old and valuable books, and all of his costumes, including those of the characters in the "Merry Wives of Windsor," "The School for Scandal" and many others. The scenery and dresses for the new play of "Alixe" were in readiness, and all were destroyed. He had not a cent of insurance, believing that the appliances within the theatre for extinguishing fire were ample.

THE ESTATE AND EFFECTS OF THE LATE SIR DAVID BAXTER.—The inventory of the estate and effects of the late Sir David Baxter, Bart., has been made by his nephew the member for Montrose, one of the executors. The personal estate amounts to £1,098,809, excluding the heritable properties of Kilmaron, Myrecairnie, and Balgarvie. The paid inventory duty is £15,000.—*North British Mail.*

COMMERCIAL INTELLIGENCE.

MARCH 20TH, EVENING.

New Patna, $632½ to $635, cash and credit; New Benares, $572½ to $577½, cash and credit; Old Patna, $646¼ to $650, cash and credit; Old Benares, $600 to $605, cash and credit; Market quiet but steady. Malwa, $600 on credit, in good native demand, with small allowance in weight. Sales amount to about 100 chests, large holders firm; first quality much wanted. Shipments from Calcutta per steamers *Hindostan* and *China*, 1,400 chests Patna; and 1,200 chests Benares. Per *Mirzapore*, English Mail, 100 chests Patna. Per *Godavery*, French Mail, 280 chests Patna, and 180 chests Benares. Stock 3,000 chests.

SHARES.

Hongkong and Shanghai Bank Shares.—58 per cent. premium.
Union Insurance Society of Canton, new shares—$1,100 per share premium.
China Traders' Insurance Company's Shares—$1,200 per share premium.
China and Japan Marine Insurance—Tls. 27 per share premium.
Chinese Insurance Company.—$52 per share premium.
Hongkong Fire Insurance Company's Shares—$320 per share premium.
China Fire Insurance Company's Shares—$36 per share premium.
Victoria Fire Insurance Company's Shares—$28 per share premium.
Hongkong and Whampoa Dock Company's Shares—9 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—38 per cent. premium.
Shanghai Steam Navigation Company—Tls. 128 per share.
Hongkong Gas Company's Shares—$65 per share.
Hongkong Hotel Company's Shares—46 per cent. discount.
Hongkong Distillery Company—$20 per share discount, nominal.
Indo-Chinese Sugar Company—$70 per share discount.
Hongkong Pier and Godown Company.—35 per share discount.

SALES ON MARCH 20TH, 1873.
As reported by Chinese.

Yellow Peas, 740 piculs, at $1.67, by Kwong-mow-tye to travelling trader.
White Wax, 1 piece, at $64.00, by Chun-chong to travelling trader.
Dried Lily Flowers, 10 packages, at $12.50, by Chun-chong to travelling trader.
Shellfish, 20 packages, at $31.00, by Chun-chong to travelling trader.
Tallow, 30 packages, at $9.50, by Tien-ek to travelling trader.
Vermicelli, 40 packages, at $7.80, by Sze-hop-chun to travelling trader.
China Root, 100 piculs, at $2.60, by Sze-hop-chun to travelling trader.
White Sugar, 600 bags, at Tls. 4.3.4.0, by Sze-hop-chun to local trader.
Black Pepper, 50 bags, at $14.00, by Fook-mow-loong to travelling trader.
Betel Nuts, 340 bags, at $3.80, by Fook-mow-loong to travelling trader.
Brown Sugar, 250 bags, at $3.60, by Fook-mow loong to travelling trader.
White Sugar, 200 bags at $6.90, by Kwong-wing-shing to foreign merchant.

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20i 5.l] [Mar. 8

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DESTINATION.	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON via SUEZ CANAL	Ajax (str.)			Butterfield & Swire	On or about 29th inst.
LONDON	Hongkong			Vogel, Hagedorn & Co.	Quick dispatch.
SAN FRANCISCO	Green Jacket	Krogh	Hongkong	Russell & Co.	Quick dispatch.
Do.	Edward James	Patterson	Hongkong	Rozario & Co.	Quick dispatch.
Do.	Dragon	McClemmon	Hongkong	Russell & Co.	Quick dispatch.
Do.	Alden Besse	Besse	Hongkong	Rozario & Co.	Quick dispatch.
Do.	Sea Mew			Vogel, Hagedorn & Co.	Quick dispatch.
MELBOURNE AND SYDNEY	Marquis of Argyle			Rozario & Co.	Quick dispatch.
MELBOURNE	Cap-sing-moon	Sorenson	Hongkong	Rozario & Co.	Quick dispatch.
PORTLAND (OREGON)	Garibaldi	Noyes	Hongkong	Rozario & Co.	Quick dispatch.
Do.	Canadienne	Equin	Hongkong	Russell & Co.	Quick dispatch.
Do.	Forward	Whyte	Hongkong	Rozario & Co.	Quick dispatch.
MANILA	Candelaria	Barredo	Hongkong	Remedios & Co.	Quick dispatch.
Do.	Sual (str.)	Hosenson	Hongkong	E. J. Sage	To-morrow, at noon.
YOKOHAMA	Menzaleh (str.)	Mourrut		Messageries Maritimes	Quick dispatch.
Do.	Madras (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
SHANGHAI	Tigre (str.)	Lecointre		Messageries Maritimes	Quick dispatch.
Do.	Delta (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
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1m 323 Hongkong, 27th February, 1873.

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BOUND VOLUMES of the TRADE REPORT for the year 1872. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 1st February, 1873.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

GERMAN SELTZER,
IN STONE BOTTLES.
THE undersigned have just received a fresh supply.
A. S. WATSON & Co.,
Hongkong Dispensary.
tf 1988 Hongkong, 11th November, 1872.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

NOW READY
THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrappers, ... $1.50
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FOR SALE.
CHAMPAGNE
VEUVE CLICQUOT-PONSARDIN
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in Cases of 1 doz. Quarts, and, 2 doz. Pints.
SANDER & Co.,
Sole Agents for China, Japan and Manila.
tf 2151 Hongkong, 15th December, 1871.

NOW READY.
IMPERIAL QUARTO.
ENGLISH AND CHINESE DICTIONARY
WITH THE
PUNTI AND MANDARIN PRONUNCIATION.
AN ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars, and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

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SAYLE & CO.
HAVE just opened an ASSORTMENT of GOODS, comprising the following, which are all of the LATEST EUROPEAN STYLES:—
LADIES' COSTUMES.
SILK JACKETS.
MUSLIN OVERSKIRTS.
PRINTED CAMBRIC WRAPPERS for Morning wear.
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&c., &c., &c.
VICTORIA EXCHANGE,
QUEEN'S ROAD & STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.
For Gentlemen's Advertisement see To-morrow's Issue.
369 Hongkong, 7th March, 1873.

FOR SALE.
FINE Dessert CLARET,
Superior Pale Dry SHERRY.
Fine OLD PORT.
Apply to
SANDER & Co.
tf 999 Hongkong, 29th May, 1872.

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THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam. The above premises comprise a large Machine-Shop, containing a
WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.
Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand. The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
JOHN FORSTER & Co.,
Agents.
The list of Charges for remetalling, or docking vessels for examination, painting iron-ships, &c., &c., can be obtained on application.
t 876 May 3.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Successor to RODMOND GIBBONS & Co.,
Sole Agents for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Eagle Safety Fuse. [1y 634 April 6

BY SPECIAL APPOINTMENT
TO HIS EXCELLENCY THE GOVERNOR,
AND
TO H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.
T. N. DRISCOLL,
CIVIL, NAVAL & MILITARY TAILOR,
WOOLLEN DRAPER, HATTER, HOSIER,
AND GENERAL OUTFITTER,
45 and 47, Queen's Road, next to Oriental Bank.
tf 192] [Feb. 1.

成 煤 記 榮
WING-KEE COAL SHOP.
THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Endicott's Lane*, and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Ship-masters wishing to patronise him, are requested to apply at his Shop.
1y 750 Hongkong 24th April, 1872.

炭 煤 記 廣
KWONG-KEE COAL SHOP.
THE Proprietor of KWONG-KEE Shop begs to inform the Public that his Shop has been established since 1867, at 39, Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Ship-masters wishing to patronise him, are requested to apply at his Shop.
1y 1385 Hongkong, 30th July, 1872.

Vessels on the Berth.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *via* SUEZ CANAL.
THE Company's Steamship
"AJAX"
will be despatched on or about 29th instant. Insurance risks accepted on behalf of the Company as under:—
On Tea 32/6 %, all risks, 23/. %. F. P. A.
" Silk 19/. %, do.
Cargo taken at through rates for New York and Mediterranean Ports. Apply to
BUTTERFIELD & SWIRE,
Agents.
10d 453 Hongkong, 20th March, 1873.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
THE Company's Steamship
"MENZALEH,"
Captain Mourrut, will be dispatched for
YOKOHAMA,
shortly after the arrival of the next French Mail.
C. BERTRAND,
Principal Agent.
451 Hongkong, 20th March, 1873.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
THE Company's Steamship
"TIGRE,"
Captain Lecointre, will be despatched for
SHANGHAI,
shortly after her arrival from Europe.
C. BERTRAND,
Principal Agent.
452 Hongkong, 20th March, 1873.

FOR SAN FRANCISCO.
THE *A* 1 American Clipper Barque
"ALDEN BESSE,"
Capt. Besse, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above port.
For Freight or Passage, apply to
ROZARIO & Co.
tf 425 Hongkong, 15th March, 1873.

FOR LONDON.
THE *A* 1 German Barque
"HONGKONG."
248 Tons Register, will load here and at Whampoa for the above port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.,
tf 429 Hongkong, 15th March, 1873.

FOR SAN FRANCISCO.
THE *A* 1 British Barque
"SEA MEW,"
465 Tons Register, will load here for the above port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 430 Hongkong, 15th March, 1873.

FOR SAN FRANCISCO.
THE *A* 1 British Ship
"DRAGON,"
McClemmon, Master, will have early despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 408 Hongkong, 12th March, 1873.

FOR PORTLAND (OREGON.)
THE well-known *A* 1 British Clipper Barque
"FORWARD,"
Wm. Whyte, Master, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above port.
For Freight and Passage, apply to
ROZARIO & Co.
tf 409 Hongkong, 12th March, 1873.

FOR MELBOURNE *direct.*
THE *A* 1 Clipper Barque
"CAP-SING-MOON,"
Captain Sorenson, having the greater portion of her Cargo engaged, will have immediate despatch for the above port.
For Freight or Passage, apply to
ROZARIO & Co.
tf 394 Hongkong, 10th March, 1873.

FOR SAN FRANCISCO.
THE *A* 1 American Clipper Barque
"EDWARD JAMES,"
Patterson, Master, having the greater portion of her Cargo engaged, will have immediate despatch for the above port.
For Freight or Passage, apply to
ROZARIO & Co.
tf 388 Hongkong, 8th March, 1873.

FOR PORTLAND (OREGON).
THE *A* 1 Ship
"CANADIENNE,"
Equin, Master, having the greater portion of the Passengers and Cargo engaged, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 151 Hongkong, 23rd January, 1873.

FOR MANILA.
THE Spanish Barque
"CANDELARIA,"
Barredo, Master, will have immediate despatch as above.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 243 Hongkong, 1st March, 1873.

FOR MELBOURNE AND SYDNEY.
THE *A* 1 Clipper Ship
"MARQUIS OF ARGYLE,"
shortly expected from Amoy, will have quick despatch for the above port.
For Freight or Passage, apply to
ROZARIO & Co.
tf 355 Hongkong, 4th March, 1873.

FOR SAN FRANCISCO.
THE *A* 1 British Clipper Ship
"GREEN JACKET,"
Kogh, Master, will have early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 271 Hongkong, 14th February, 1873.

FOR PORTLAND (OREGON).
THE *A* 1 American Barque
"GARIBALDI,"
Capt. Noyes, will have early despatch.
For Freight or Passage, apply to
ROZARIO & Co.
tf 142 Hongkong, 22nd January, 1873.

LE soussigné informe Messieurs les Capitaines de navires de Commerce Français qu'il leur est strictement interdit d'embarquer des matelots étrangers provenant de Boarding Houses autres que celles affichées à la Chancellerie de ce Consulat.
Le Gérant du Consulat de France,
CH. L. DE LA FOREST.
1888 Hongkong, 24th October, 1872.

To be Let.

TO LET.
HOUSE No. 1, in Seymour Terrace, at present in the occupation of A. HANCOCK, Esq. Possession on the 1st May next.
HOUSE No. 9, in Peddar's Hill, at present in the occupation of M. H. CROMARTIE, Esq. Possession on 1st April next. Apply to
DAVID SASSOON, SONS & Co.
tf 428 Hongkong, 15th March, 1873.

TO LET.
A SET of OFFICES in Club Chambers, D'Aguilar Street. Apply to
DOUGLAS LAPRAIK & Co.
tf 371 Hongkong, 7th March, 1873.

TO LET.
TWO Large Airy ROOMS, in a central part of the town. Address; "X. Y. Z.," care of *Daily Press* Office.
tf 350 Hongkong, 3rd March, 1873.

TO LET.
WITH possession from the 1st May.
"CRAIGENGOWER," Caine Road.
LANE, CRAWFORD & Co.
tf 340 Hongkong, 1st March, 1873.

TO LET.
With possession on or about 15th April next.
THE RESIDENCE known as "BELLVUE," situated in Albany Road.
For particulars, apply to
R. F. HAWKE.
tf 341 Hongkong, 1st March, 1873.

TO LET.
Possession on 1st April.
A THREE-STOREY Comfortable HOUSE in Hollywood Road in thorough good order, having nine rooms and a fine view of the harbour. Gas and Water laid on. Rent moderate. Apply at No. 12, Hollywood Road.
251 Hongkong, 4th March, 1873.

TO LET.
(With immediate possession).
THAT highly desirable and commodious Family residence, "FAIRLEA," situated in Bonham Road West, and formerly in the occupation of ROBERT McMURDO, Esq. There are 12 Rooms, 3 Stalled-stable, Coach-house, Harness Room, large Kitchen Garden, and Pleasure Grounds, Gas and Water laid throughout. Apply to
ED. SHARP & TOLLER,
Solicitors.
tf 172 Hongkong, 25th January, 1872.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
MAHE, ST. DENIS, PORT LOUIS, AND BOMBAY.

ON THURSDAY, the 27th March, 1873, at noon, the Company's S. S. "*PROVENCE,*" Commandant BRUNET, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 o'clock P.M. on the 26th March, 1873. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.
Hongkong, 13th March, 1873.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*DECCAN,*" Captain W. SOAMES, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 3rd April, at noon.

Cargo will be received on board until noon, Specie and Parcels at the office until 2 P.M. on the 2nd idem.

The *Deccan* connects at Galle with the S. S. *Malwa*, proceeding to Southampton via the Suez Canal.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

*** A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers of cargo for Bombay are requested to take note, that the steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, *may* call at Colombo.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 20th March, 1873.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*JAPAN*" will leave Hongkong for San Francisco, via Yokohama, on SATURDAY, the 12th April, at 3 o'clock P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to principal points in the United States, Canada, and Europe, via Overland Railroad and connecting Lines of Steamers, and to ports in Mexico and Central and South America.

A Steamer of the Company will leave Shanghai about same date, via the Inland Sea Ports, and make close connection at Yokohama.

The "*JAPAN*" will be due at San Francisco May 14th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York, and for all the principal cities in the interior and upon the Atlantic Seaboard.

Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comfort and convenience.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Favorable arrangements have been made for Through Passengers and Freight to America from Calcutta, Penang and Singapore, and from Swatow, Amoy and Foochow.

Return Passage Tickets issued at a reduction of 20 %, on regular rates.

No Freight received after noon of the 11th proximo. Parcel Packages received until 5 P.M. same day; all Packages should be marked to address in full; value of same is required.

For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*

T. A. HARRIS,
Agent.
Hongkong, March 12th, 1873.

VARNUM D. COLLINS,
DENTIST,
No. 7, ARBUTHNOT ROAD,
HONGKONG.
tf 293 Hongkong, 20th February, 1873.

Post-Office Notifications.

A mail will close.

For Swatow.—Per *Norna*, to-morrow, the 22nd instant, at 7.30 A.M.

For Manila.—Per steamer *Sual*, to-morrow, the 22nd instant, at 11.30 A.M.

MAILS BY THE "*FRENCH PACKET.*"

The French Mail Packet "*PROVENCE*" will be dispatched on THURSDAY, the 27th instant, at noon, with the Mails—

To and through the United Kingdom *via Marseilles*; to France and other Continental States (in a closed mail to France), to Saigon, Singapore, Galle, Australia and New Zealand, Aden, Seychelles, Reunion and Mauritius, Suez and Alexandria.

The Post Office will be open for the reception of Ordinary Letters, Newspapers, Books, &c., until 11 A.M. on the 27th instant, after which no Letters can be received.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 26th instant.

Letters for Registration will be received until 10 A.M. on the 27th instant.

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 15th March, 1873.

MAILS BY THE "*ENGLISH PACKET.*"

The English Contract Packet "*DECCAN*" will be dispatched with the usual Mails for Europe, &c., on THURSDAY, the 3rd April, at noon.

Money Orders on any of the Money Order Offices in the United Kingdom, will be granted until 5 P.M. on the 2nd April.

The Post-Office will be open until 6 P.M. on the 2nd April.

Letters, &c., may be posted during the night in the box left open for their reception.

Letters for registration will be received until 10 A.M. on the 3rd April.

Letters may be posted until 10 A.M. on the 3rd April, without late fee.

Letters posted after 10 A.M. on the 3rd April, will not be forwarded unless the *Late Fee* of 18 cents each as well as the postage is prepaid.

The Latest time for posting Letters at this Office is 11 A.M., and for Newspapers, Books, or Patterns 10 A.M. on the 3rd April.

Late letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet from 11.30 A.M. to the time of sailing, on payment of a *Late Fee* of 48 cents each in addition to the postage.

F. W. MITCHELL,
Postmaster General.
General Post-Office.
Hongkong, 20th March, 1873.

It is hereby notified that, a British Post Office having been established at Smyrna, closed Mails will, in future be exchanged between the British Post Office at Alexandria and the new Office at Smyrna. The rates of postage, which must be paid in advance, on Correspondence addressed to Smyrna, when forwarded by British Packet, are as follows, viz.:

Letter,	20	cents per ½ ounce.	
Newspapers,	2	"	per 4 ounces for each Newspaper.
Book Packets and Patterns,	2	"	if under 1 ounce.
	4	"	if above 1 ounce and under 2 ounces.
	8	"	if above 2 ounces and under 4 ounces.
	8	"	for every additional 4 ounces.

F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 11th March, 1873.

It is hereby notified that henceforward the postage on letters addressed to Newfoundland, which must be paid in advance, will be as follows, viz.:—

When forwarded viâ Brindisi } 34 cents each ½-ounce.
When forwarded viâ Marseilles } 34 " " "
When forwarded viâ Southampton } 28 " " "

F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 22nd February, 1873.

It is hereby notified that henceforward the postage on letters addressed to Denmark, when forwarded viâ Southampton, will be 28 cents per half-ounce, prepayment optional. Unpaid letters will be subject to an additional charge on delivery.

F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 22nd February, 1873.

It is hereby notified that henceforward the postage on letters addressed to Norway, when forwarded viâ Southampton, will be 34 cents per half-ounce, prepayment optional. Unpaid letters will be subject to an additional charge on delivery.

F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 22nd February, 1873.

It is hereby notified for general information that henceforward the Postage on Letters addressed to Russia, when marked to be forwarded viâ Southampton, will be reduced to 40 cents per half-ounce.

F. W. MITCHELL,
Postmaster-General
General Post Office,
Hongkong, 18th September, 1872.

The Post Office of Victoria (Australia) having given notice to the General Post Office in London that articles of Jewellery received in that Colony are chargeable with Customs Duties, the undersigned considers it necessary to make this Regulation known to the Public, and to state that any letters or packets containing such articles sent through the Post are liable, with their contents, to be forfeited.

F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 2nd January, 1873.

It is hereby notified for general information that, the Postage (which must be paid in advanced) upon letters addressed to Prince Edward Island, will henceforward be as follows, viz.:—

When forwarded viâ Brindisi............42 cents each half-ounce.
When forwarded viâ Marseilles.........36 cents each half-ounce.
When forwarded viâ Southampton......28 cents each half-ounce.

F. W. MITCHELL,
Postmaster General.
General Post-Office.
Hongkong, 28th July, 1870.

It is hereby notified that henceforward the rates of postage which must be paid in advance, chargeable on Packets of printed papers or patterns of light weight, sent from Hongkong to the United Kingdom by the United States Packets via San Francisco, will be as follows viz.:—

For a packet not exceeding 1 ounce in weight.............................. 2 cents
For a packet above 1 ounce not exceeding 2 ounces........................ 4 "
For a packet above 2 ounces not exceeding 4 ounces........................ 8 "
and eight cents for every additional four ounces.

These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers, as well as to Books and Trade Patterns or Samples.

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 12th April, 1870.

It is hereby notified that Letters addressed to France may be sent either paid or unpaid at the option of the sender; but the postage on Prices Current, Newspapers and Books cannot be prepaid.

For each ½ ounce
The rate of postage chargeable on Letters addressed to France per French Packet is........................ 12 cents.
Per British Packet when marked viâ Brindisi.............................. 18 "
Per British Packet when marked viâ Alexandria and Marseilles............ 12 "

F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 2nd April, 1872.

Extracts.

TENNYSON'S NEW ODE TO THE QUEEN.

The following is the full text of Tennyson's Ode to the Queen, which will be published at the end of the new edition of his poems:—

TO THE QUEEN.

O loyal to the Royal in thyself,
And loyal to thy land, as this to thee—
Bear witness, that rememberable day,
When, pale as yet, and fever-worn, the Prince,
Who scarce had pluck'd his flickering life again
From half-way down the shadow of the grave,
Past with thee thro' thy people and their love,
And London roll'd one tide of joy thro' all
Her trebled millions, and long leagues of man
And welcome. Witness, too, the silent cry,
The prayer of many a race and creed, and clime—
Thunderless lightnings striking under sea
From sunset and sunrise of all thy realm.
And that true North, whereof we lately heard
A strain to shame us—"Keep you to yourselves;
So loyal is too costly! Friends—your love
Is but a burthen: loose the bond, and go.
Is this the tone of Empire? Here the faith
That made us rulers? This, indeed, her voice
And meaning, whom the roar of Hougoumont
Left mightiest of all peoples under Heaven?
What shock has fool'd her since, that she should speak
So feebly? Wealthier—wealthier—hour by hour!
The voice of Britain, or a sinking land—
Some third-rate isle, half-lost among her seas?
There rang her voice when the full city pealed
Thee and thy Prince! The loyal to their Crown
Are loyal to their own far sons, who love
Our Ocean Empire with her boundless homes,
For ever-broadening England, and her throne
In our vast Orient, and one isle, one isle,
That knows not her own greatness. If she knows
And dreads it we are fall'n,—but thou, my Queen,
Not for itself, but thro' thy living love
For one to whom I made it o'er his grave,
Sacred, accept this old imperfect tale.
New-old, and the shadowing Sense at war with Soul,
Rather than that gay King, whose name, a ghost,
Streams like a cloud, man-shaped from mountain peak
And cleaves to Cairn and Cromlech, still: or him
Of Geoffrey's book or him of Malleor's, one
Touch'd by the adulterous finger of a time
That hovered between war and wantonness,
And crownings and dethronements; take withal
Thy poet's blessing, and his trust that Heaven
Will blow the tempest in the distance back
From thine and ours. For some are scared who mark
Or wisely or unwisely, sign of storm,
Waverings of every vane with every wind,
And wordy truckings to the transient hour,
And fierce or careless looseners of the faith,
And softness breeding scorn of simple life,
Or cowardice, the child of lust for gold,
Or labour, with a groan and not a voice,
Or art, with poisonous honey stol'n from France,
And that which knows, but careful for itself,
And that which knows not, ruling that which knows
To its own harm. The goal of this great world
Lies beyond sight: yet—if our slowly-grown
And crown'd republic's crowning common-sense,
That saved her many times, not fail—their fears
Are morning shadows huger than the shapes
That cast them, not those gloomier which forego
The darkness of that battle in the west,
Where all of high and holy dies away.

NEIGHBOURS' HENS.

There is another subject which is forced upon my notice. I like neighbours, and I like chickens; but I do not think they ought to be united near a garden. Neighbours' hens in your garden are an annoyance. Even if they did not scratch up the corn, and peck the strawberries, and eat the tomatoes, it is not pleasant to see them stradding about in their jerky, high-stepping, speculative manner, picking inquisitively here and there. It is of no use to tell the neighbour that his hens eat your tomatoes; it makes no impression on him, for the tomatoes are not his. The best way is to casually remark to him that he has a fine lot of chickens, peetty well grown, and that you like spring chickens broiled. He will take them away at once.—*From "Pusley; or, My Summer in a Garden."*

ROUGH JUSTICE.

It is only as nations advance in years and civilization, says a contemporary, that their laws become barbarous and slow in their operation. There is something very refreshing in the account given by a San Francisco paper of the method in which law is administered in Yreka, California. The first Alcade in Yreka in 1871 was known as "Cut-eye Foster." This gentleman, it is stated, "left Noderket and soon ran away, and George C. Vall reigned in his stead. No law book was ever used in court; he decided each case on its own merits, writing out the full history, and his docket is a curiosity." In one case brought before him a boy had driven a team from Oregon, and worked all winter for a man who declined to pay. He sold out in the spring, and was leaving suddenly, when, on complaint of the boy, Vall and two constables stopped him on the road. It was proved that he had received 3,000 dols. on his sale, but he declared himself unable to pay, though not denying the boy's claim. Judge Vall decided in these words: "Constables, stand this man on his head, shake him well, and see if you can't hear something drop." No sooner said than done. A vigorous shaking brought to light a wallet containing 2,000 dols. in gold dust; the boy received his claim of 300 dols., the judge and constables took an ounce apiece for their trouble, and the defendant went his way a lighter man. Justice like this is cheap at three ounces.

REMARKABLE LONGEVITY.

There is at present, in Vallejo, waiting a job in the carpenter's department at the Navy Yard, an old gentleman named J. P. J. Davidson, of whom the Vallejo *Chronicle* gives the following account: "In 1813 and 1814 he was employed in Charleston in the building of the *Independence*, the receiving ship now lying at Mare Island. He also assisted in building other war vessels, and in 1823 he went to Constantinople and assisted in building the Turkish fleet. Mr. Davidson is now in his 82nd year, and is hale and hearty, and is capable of doing a good, average day's work. He is full of hope and spirit, and has lately come to the conclusion that his handwriting is not quite good enough, and so he takes lessons in penmanship. In 1812 and 1813 he served in the American army and navy, and yet feels himself quite capable of handling a musket. In 1813 he helped to build the fleet which served under Commodore Perry. Mr. Davidson has handed us a genealogy of his family, copied from his family register, by which he traces back his ancestry of Thorwaldsen, a Dane, who landed in Scotland with Canute in 1011. The descendants from that time down to the present century appear to have been distinguished for their valor in battle and longevity. In this genealogy we find the names of sixty of Mr. Davidson's ancestors. Two of them attained the ripe old age of 168 yerrs each before shuffling off this mortal coil; four others lived to be over 150 years, seven more died besides these who were 140, and nineteen lived more than a century. One was untimely killed in his 168th year, and another was stricken down on the field of battle at 149 years. Altogether, the longevity of Mr. Davidson's ancestors, as given by his family register, is one of the most wonderful things of the kind ever brought to our notice."

WHISTLERS AND WHISTLING.

(From "All the Year Round.")

Whistlers are not generally regarded with favour in polite society, nor admired for the sweet music the produce. When a man is about to show himself saucy, he whistles with a peculiar intonation; and when he wishes to hide something wrong, he whistles to show the unconcernedness of innocent simplicity —just as a woman (according to the testimony of one of her sex) hums a tune with similar intent. The dictionary meanings of the word "whistle" offer wide facilities for attaching queer notions to it. For instance, a whistle is a small, tubular instrument, to be blown in a certain way; the whistle, in the lingo of many a beer drinker, is the mouth; a whistle is a particular tone or sound; to whistle is to produce that sound; a whistle, or whistling is a blowing of wind amongst trees and through crevices; and amid these various meanings, it would be hard if we could not hit upon some or other to fit all sorts of likes and dislikes, proberbs and old sayings, omens and superstitions, habits and customs —guarded, however, with this important exception, that women seldom whistle.

Let it not be supposed that whistling is absolutely without a scientific basis. Nevertheless, certain it is that we do not usually think much about science when we whistle. The man who, according to Dryden,

Trudg'd along, unknowing what he sought,
And whistl'd as he went for want of thought,

implied by that form of expression that he was not thinking about much, and least of all about recondite philosophical exposition. The

Flaxen-headed cow-boy
Who whistled o'er the lea,

whistled because he liked it, and that's enough. And so did Milton's husbandman,

The ploughman near at hand,
Whistled o'er the furrowed land.

Ploughmen, indeed, are favourite whistlers with the poets. There is Gay's:

The Ploughman leaves the task of day,
And trudging homeward, whistles on the way.

The aid of whistling in passing away weary time is made use of in King Lear:

I've watch'd and travel'd hard;
Some time I shall sleep out, the rest I'll whistle.

In "As You Like It" we have the whistling tone of a wheezy man:

His big manly voice,
Changing again towards childish treble,
Pipes and whistles in its sound.

Cowper makes another class of man whistle; but it is rather unkind to call him a wretch, seeing that he is the postman:

He whistles as he goes, light-hearted wretch,
Cold and yet cheerful; messenger of grief
Perhaps to thousands, and of joy to some:
To him indifferent whether grief or joy.

In another line Cowper describes his hero as

Whistling as if unconcern'd and gay.

Nor must we forget the lover who, in obedience to a hint from his mistress, attended to the injunction:

Whistle, and I'll come to thee, my lad.

The readers of the *Spectator* will not forget the manner in which Addison associates whistling with fun and frolic. It is the story of three countrymen who competed for a prize in a whistling match; a guinea for him who could whistle clearest, and go through his tune without laughing. It was one of the conditions that a merryandrew was to stand before them, and try to provoke their risible faculties by ludicrous contortions and grimaces. Two of the three broke down under this ordeal; the third remained a stoic, and bore off the prize. . . . There is an old superstition, which it is not easy to get to the bottom of, concerning a certain cry or sound heard in the night, supposed to be produced by the Seven Whistlers. What or who these whistlers are is an unsolved problem. In some rural districts they are popularly believed to be witches; in others ghosts, in others devils, while in the Midland Counties they are supposed to be birds, either plovers or martins—some say swifts. In Leicestershire it is deemed a bad omen to hear the Seven Whistlers, and our old writers supply many passages illustrative of the popular credulity. Spenser, in his Faerie Queene, speaks of

The whistlers shrill,
That who hears doth die.

Scott, in the Lady of the Lake, names the bird with which his character associated the cry:

And in the plover's shrilly strain,
The signal whistlers heard again.

When the colliers of Leicestershire are flush of money, we are told, and indulge in a drinking bout, they sometimes hear the warning voice of the Seven Whistlers; they get sobered and frightened, and will not descend the pit again till next day. Wordsworth speaks of a countryman who

The seven birds hath seen that never part,
Seen the Seven Whistlers in their nightly rounds,
And counted them.

A year or two ago, during a thunderstorm which passed over Leicestershire, and while vivid lightning was darting through the sky, immense flocks of birds were seen flying about, uttering doleful, affrighted cries as they passed, and keeping up for a long time a continual whistling like that made by some kinds of sea-bird. The number must have been immense, for the local newspapers mentioned the same phenomenon in different parts of the neighbouring counties of Northampton, Leicester, and Lincoln. A gentleman, conversing with a countryman on the following day, asked him what kind of birds he supposed them to have been. The man answered, "They are what we call the Seven Whistlers;" and added that whenever they are heard it is considered a sign of some great calamity, and that the last time he had heard them was on the night before the deplorable explosion of fire-damp at the Hartley Colliery. Soldiers, too, in time of fierce war, are said to be not quite free from a superstitious belief that such cries in the air denote an approaching battle with great slaughter. A stranger notion than any of these associates the Seven Whistlers, or, the shrill birds of some indefinite number, with a very old myth of past days. One evening some years ago a gentleman was crossing a wide-spreading moor in Lancashire in company with an elderly man belonging to the district. As they were passing along they were startled by the whistling overhead of a flight of plovers. The old man said that in the days of his youth the Lancashire hill-folk considered such an occurrence a bad omen, foretelling ill-luck to the person who bears the whistling. Further questions brought out the fact that these birds are called the Wandering Jews—the bodies of the birds contain the souls of the Jews who assisted at the Crucifixion, and who are doomed to float in the air for ever. The gentleman was again reminded by his companion of the omen, when, on coming to a cross-road, he found that a particular stage-coach for which he had been on the look out had just past; whereby he had to finish the journey on foot —the Wandering Jews had robbed him his ride. There must be something very old and widely-spread in this kink of legend, for the caique-men, or boatmen on the Bosphorous, when they see flights of birds continually passing up and down the channel, believe them to be the souls of the damned, doomed never to have rest in this world, and never to see another, always moving about, but having no purpose in their coming and going. Whistling, or rather blowing through a whistle, has sometimes been adopted as a test, whereby to determine whether a toper still retains soberness enough to blow a good blast. A drinking-cup, fashioned by a silversmith at Nuremburg in the sixteenth century, was so shaped that it could not be set down on a table till quite emptied, nor filled unless held in the hand. When the mouth of the cup was downwards, the bottom appeared surmounted by a windmill. The drinker having emptied the cup or goblet, blew into a little pipe at the side, gave a shrill whistle, and at the same time set in motion the vanes of the windmill; the number of times that the mill turned round was indicated on a small dial; and thus the drinker could show visible testimony that he was still vigorous enough to blow lustily. But there is something far more stirring than this in Burns. One of his ballads, full of life and "go," begins—

I sing of a whistle, a whistle of worth,
I sing of a whistle, the pride of the North,
Was brought to the court of our good Scottish king,
And long with the whistle all Scotland shall ring.

The story goes that, in the train of Anne of Denmark, when she came to Scotland with James the Sixth (afterwards James the First of Great Britain), there came also a Danish gentleman of gigantic stature, and great prowess, and not less great as a worshipper of Bacchus. He has in his possession a little ebony whistle. When a banquet and drinking bout commenced, he laid this whistle on the table; and whichever guest was last able to blow it, all the others being disabled by the potency of the wine, was to carry off the whistle as a trophy of victory. The Dane produced credentials of his victories, without a single defeat, at Copenhagen, Stockholm, Moscow, Warsaw, and several of the smaller courts of Germany. He challenged the Scots to try the issue with him. Nothing loth, they encountered him; but he saw them one after another under the table, powerless to blow a whistle of any kind. At length came forward Sir Robert Lawrie, of Maxwelltown, who, after a hard contest of three days and three nights' duration, saw the Dane prostrated, blew a shrill wristle, and carried off the prize—with as much liquor as his inner man could possibly contain. Sir Robert's son afterwards lost the whistle to Walter Riddel, of Glenriddel. On the 16th of October, 1790, the whistle was, after all these years, contested for by Sir Robert Lawrie (a lineal descendant of the former owner), Riddel of Glenriddel, and Ferguson of Craigdarroch. This was the encounter celebrated in Burn's ballad, one stanza of which tells us that

Six bottles apiece had well wore out the night,
When gallant Sir Robert, to finish the fight,
Turn'd o'er in one bumper a bottle of red,
And swore 'twas the way that their ancestors did!

The orgies need not invite us into detail; suffice it to say that the Lawrie and the Riddel succumbed to the Ferguson, who triumphantly carried off the whistle.

CHRISTMAS HEATHENISM.

Christmas in England is scarcely the shadow of its former merry, brilliant self, when all classes of society, united around a common banquet table, indulged in the most unrestrained joviality and merriment. The wassail bowl, that once played so conspicuous a part at the Christmas banquet, has become obsolete, while the old-time toast of *"Drinc heil,"* or *"Was hail,"* from which the bowl derives its name, has given place to the modern "Come, here's to you," or I'll pledge you." Then, too, the singing of Christmas carols, which was once so popular even at court, has greatly fallen into disuse, and is now principally confined to the lower classes. Even the traditional mistletoe, around which gathers so much posey and romance, and under which coy maidens coquettishly courted the kiss of their present or prospective lovers, now excluded from the churches as a relic of paganism' has been banished by slow degrees from its high post of favour; while the Yule-block, or Christmas-log, with its warm welcome, extending even to the poor and the stranger as they gathered around the hospitable board, is being gradually supplanted by the Christmas-tree, whose introduction into England is comparatively of recent date. But if the Lord of Misrule has been the loser, Christian civilisation has been the gainer, in a more rational observance of the Christmas festivities in England. The Christmas-tree sheds its mellow radiance over a more quiet but not less enjoyable scene. Churches and home sanctuaries robe themselves in evergreen holly, ivy, and laurel. Generous rations of beef and bread are distributed to the parish poor on Christmas-eve by jewelled hands, while the Christmas bells still ring out their silvery chimes on the crisp morning air joyfully and cheerfully. Nor is there wanting a spicy flavour of the old-time feasting and frolic, when there

"was brought in the lusty brawn
By old blue-coated serving man;
Then the grim boar's head frowned on high,
Crested with bays and rosemary.
* * * * * * *
While round the merry wassail bowl,
Garnished with ribbons, blithe did trowl."

To say nothing of the roast beef and plum-pudding, Christmas pies, furmity, and snap-dragons, the Yule-log and the mistletoe have not finally abdicated, while the boar's head, decorated with rosemary or prickly holly, maintains its place at the English Christmas dinner, and is still served up in great state at the Royal Christmas dinner.—*From "Christmas Throughout Christendom," in Harper's New Monthly Magazine.*

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.

RUSSELL & Co.

tf 1022 Hongkong, 1st April, 1865.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE, *Secretary.*

Hongkong, 1st November, 1871. tf 385

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ⅛ of the annual rate
Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding ... } 3 " ⅛ do. do.
Above 3 months and not exceeding ... } 6 " ⅛ do. do.
Above 6 months the full annual rate.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 675 Hongkong, 13th August, 1869.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130, 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each,

One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.

AUGUSTINE HEARD & Co.,
General Agents.
tf 314 Hongkong, 16th February, 1872.

Insurances.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 6th March, 1868.

OCEAN MARINE INSURANCE COMPANY, LONDON.

Incorporated 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

PHŒNIX FIRE INSURANCE COMPANY

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

NOTICE

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ⅛ of the annual rates
Not exceeding 1 month ¼ do. do.
Above 1 month, and not exceeding three months, } ½ do. do.
Above 3 months, and not exceeding six months ... } ¾ do. do.
Above six months the full annual rate.

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.
tf 678 Hongkong, 26th August 1869

Insurances.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant, on behalf of the above Company, Policies against Fire on First-class Buildings, to an extent of $10,000.

A discount of Twenty per cent. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*

1y-15 Hongkong, 1st January, 1873.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

Reduction in the Rates of Premium.

Detached & semi-detached Dwelling Houses, removed from town, and their contents. } ½ per cent. per annum.
Other dwelling Houses used strictly as such, and their contents. } ¾ "
Godowns, Offices, Shops, &c., and their contents. } 1 "

On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.

GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.
tf 1168 Hongkong, 24th June, 1872.

HONGKONG MARKETS.

As Reported by Chinese on the 20th March, 1873.

COTTON GOODS.

Cotton Yarn, No. 16 a 24	per picul	$113.00 a $120.00
" " 28 a 32		123.00 a 135.00
" " 38 a 42	"	127.00 a 138.00
Grey Shirtings, 7 a 7¼ lbs	per piece	$2.17 a 2.25
" 8 a 8½ lbs	"	2.35 a 2.50
" 9 a 10 lbs	"	2.97 a 3.60
White Shirtings, 56 a 60 reed	"	2.15 a 2.40
" 64 a 66 "	"	2.65 a 2.80
" 68 a 72 "	"	3.05 a 3.70
White Spotted Do.	per piece	2.70 a 2.75
White Brocades	"	2.80 a 2.85
American Drills, 30 yards	"	2.70 a 3.80
" 40		3.10 a 4.20
Grey T-Cloths, 24 yds & 32 in. 7 lbs,	"	1.75 a 1.90
" 24 " & 36 " 8 lbs	"	2.28 a 2.30
Dyed Spotted Shirtings	"	3.90 a 3.95
Dyed Brocades Do.	"	3.90 a 3.95
Dyed Damask Do.	per piece	6.00 a 6.25
Chintz		1.80 a 1.85
Handkerchiefs, Blue	per doz.	0.75 a 0.80
" Brown	"	0.65 a 0.72
" Red	"	0.78 a 0.85
Velvets, Black, 22 ins.	per yard	0.33 a 0.35
" Gentian, 22 "	"	0.27 a 0.28
Velveteens, Black		0.27 a 0.28
WOOLLEN GOODS.		
Spanish Stripes	per yard	0.87 a 0.89
Long Ells, MM Scarlet	per piece	8.20 a 8.30
" " Assorted	"	7.50 a 7.60
" HH Scarlet	"	8.20 a 8.25
" " Assorted	"	7.40 a 7.50
Camlets, SSS	"	16.00 a 16.50
" SS	"	19.75 a 20.00
" S	"	20.50 a 21.00
" BBB	"	24.00 a 24.50
Lastings	"	15.50 a 16.00
METALS.		
Iron, Nail Rod Nos. 1 a 6	per picul	4.00 a 4.25
" Hoop	"	4.75 a 4.80
" Bar	"	3.80 a 3.85
" Small Round Rod	"	3.80 a 3.90
" Wire	"	7.50 a 8.75
Lead	"	6.50 a 6.70
Steel, English	per tub.	4.00 a 4.00
" Swedish	"	4.50 a 4.65
Tin, Malacca	per picul	36.50 a 38.00
Tin Plates	per box	9.00 a 9.25
Sheathing Metal	per picul	28.50 a 30.00
Quicksilver		112.00 a 114.00
Spelter		7.50 a 7.75

PRODUCE

Cotton, Shanghai	per picul	16.00 a 16.50
" Ningpo	"	16.00 a 16.50
" Tientsin	"	15.50 a 16.00
" Shantung	"	15.70 a 16.00
" Bengal	"	12.50 a 17.00
Alum	per picul	1.75 a 1.95
Sassamuns, Japan white	"	4.10 a 4.25
" Black	"	3.50 a 3.75
Rice, Bengal, Cargo No. 1	"	2.45 a 2.50
" " 2	"	2.20 a 2.25
" Siam, white	"	1.55 a 1.60
" " mill cleaned	"	1.45 a 1.50
" Manila	"	2.35 a 2.40
" Java	"	2.00 a 2.10
" Singapore	"	1.90 a 1.95
" Saigon	"	1.50 a 1.55
" Arracan	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
Saltpetre	"	6.50 a 7.70
Coals, Afloat	per ton.	
" English steam	"	18.50 a 19.00
" American Anthracite	"	16.00 a 17.00
" Sydney	"	16.00 a 16.50
Window Glass	per box.	4.25 a 4.50
Straits Produce, &c.,		
Rattans, Straits	per pcl.	5.00 a 5.50
" Banjar	"	4.25 a 4.50
Pepper White	"	23.00 a 23.20
" Black	"	13.00 a 13.50
Betel Nut	"	3.25 a 3.50
Sandal Wood Malabar	"	4.20 a 4.50
" South Seas	"	19.50 a 21.00
Sapan Wood, Manila	"	2.00 a 2.20
" Siam	"	2.50 a 3.20
Flour, California, per sack of 50 lbs.		1.70 a 1.75
" American per barrel of 200 lbs.		7.50 a 7.50
Wheat, Tientsin	per pcl.	1.90 a 1.95
" California	"	2.20 a 2.25
Sugar, Canton white, 1 a 3	"	8.75 a 9.25
" " Dk. Brown	"	3.40 a 3.50
" West Coast, Dk. Brown	"	3.20 a 3.30
" Manila, Dry White	"	3.50 a 3.60
" " Dk. Brown	"	3.75 a 3.90
Camphor, packed	"	16.00 a 16.50
Peas, White	"	2.00 a 2.10
" Green	"	1.90 a 1.95
" Black	"	1.80 a 1.65
" Yellow	"	1.75 a 1.85
Mushrooms, Japan	"	28.50 a 35.00
Seaweed, Green	"	3.50 a 3.75
" Cut	"	4.25 a 4.50
Mussels, Dry Siam large	"	11.00 a 14.00
" " small	"	6.50 a 8.20
Vermicelli, Tientsin	"	7.50 a 8.10
Bees Wax, Japan	"	16.00 a 16.50
" Hankow	"	63.00 a 64.00

SHIPPING IN THE CANTON WATERS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
		HONGKONG.			
		STEAMERS.			
Altona	Hore	Brit. str	1147	Wm. Pustau & Co	
Dang Wee	Lord	Aun. str	250	Aug. Heard & Co	
Decoan	W. Soames	Brit. str	1833	P. & O. S. N. Co	
Delta	Edmond	Brit. str	1019	P. & O. S. N. Co	
Fame	Richardson	Brit. str	116	H. K. & W. Dk. Co	Tug Plying
Formosa	Punchard	Brit. str	615	D. Lapraik & Co	
Kinshan ‡		Brit. str	1050	A. Heard & Co., Agents	Laid up
Kiu-Kiang ‡	Benning	Brit. str	1061	A. Heard & Co., Agents	
Madras	Bernard	Brit. str	1100	P. & O. S. N. Co	
Maumee	Bazin	Rus. str	600	Landstein & Co	
Namoa	Toppin	Brit. str	863	D. Lapraik & Co	Batavia
Norna	Milson	Brit. str	606	Kwok Acheong	Swatow
Pataxet	S. W. Cowing	Amr. str	240	Aug. Heard & Co	
Poyang §	Cary	Brit. str	821	A. Heard & Co., Agents	
Rosita y Nene	Alchantra	Span. str	689	Order	
Sir J. Jeejeebhoy		Brit. str	101	Acheong	
White Cloud	Mott	Brit. str	380	A. Heard & Co., Agents	
Yangtsze	Corner	Brit. str	782	Siemssen & Co	At Canton
Yot-tung		Brit. str	332	Acheong	Laid up
	‡ Running between Hongkong and Canton. § Running between Macao and Hongkong.				
		SAILING VESSELS.			
Alden Besse	Besse	Amr. bk	842	Rozario & Co	San Francisco
Atheling Matilda	W. J. Whereat	Brit. bk	676	Jardine, Matheson & Co	
Albambra	Nelson	Brit. sh	1242	Russell & Co	San Francisco
America	de Lancirica	Peru. sh	1650	Captain	
Anna Dorothea	Schutt	Ger. bk	330	Wm. Pustau & Co	
Auguste	Bernard	Fren. sh	840	Russell & Co	
Boy Bendixen	J. Hoyer	Dan. bk	366	Wm. Pustau & Co	Saigon
Camilla Cavour	Astorquia	Peru. sh	843	Wm. Pustau & Co	
Canadienne	Equin	Fren. sh	856	Russell & Co	Portland
Candelaria	Barredo	Span. bk	407	Remedios & Co	Manila
Cap-sing-moon	Sorensen	Brit. bk	466	Rozario & Co	Melbourne
Cathaya	Paterson	Brit. sh	790	Aug. Heard & Co	San Francisco
Christianshavn	Djorup	Dan. bk	241	John Burd & Co	Tientsin
Cordan	Boysen	Ger. bk	400	Wm. Pustau & Co	Saigon
Courier	B. B. Alston	Brit. bk	385	Thos. Howard & Co	
Cutty Sark	Vorraith	Siam. bk	474	Chinese	
Don Enrique	L. de la Barrera	Peru. sh	1300	Order	
Dragon	McClemon	Brit. sh	696	Gilman & Co	San Francisco
Edward James	Patterson	Amr. bk	529	Rozario & Co	San Francisco
Eleanor Dixon	W. Hughes	Brit. bk	495	Thos. Howard & Co	
Faugh Balaugh	O'Keefe	Brit. bk	277	Carlowitz & Co	Tientsin
Formosa	Paulsen	Ger. bk	274	Melchers & Co	Saigon
Forward	Whyte	Brit. bk	745	Rozario & Co	Portland
Fray Bentos	Angel Falle	Peru. sh	471	Order	
Garibaldi	Noyes	Amr. bk	670	Rozario & Co	Portland
Georges	Bachelery	Fren. bk	176	F. Degenaer	
Green Jacket	Krogh	Brit. sh	1053	Russell & Co	San Francisco
Handy	W. Hansen	Siam. sh	632	Chinese	
Hohenzollern	Hushagen	Ger. bk	250	Melchers & Co	
Kien-yuen-tye	Lange	Siam. bk	390	Chinese	
Lola	Bareno	Peru sh	904	Order	
Lugar	Griffiths	Brit. bk	493	Grun & Co	
Macao	Vidaurrazaga	Peru. sh	700	Order	
Maggie	Bisset	Brit. bg	194	Chinese	Tientsin
Mango Capac	Luis Olaguibel	Peru. sh	909	Order	
Margot	Volguardsen	Ger. bg	202	Russell & Co	Tientsin
Marquis of Argyle	McKeon	Brit. sh	600	Rozario & Co	
Minna	Thaten	Ger. bk	327	Wm. Pustau & Co	
Morning Star	Lauretsen	Siam. bk	570	Chinese	
Nuevo Providencia	Vidauwazege	Peru. sh	880	Raynal & Co	
Nile	Hughes	Brit. bk	264	Thos. Howard & Co	
Pelham	Gardner	Brit. bk	340	Russell & Co	Callao
Pepita	Menendez	Span. bk	269	Remedios & Co	
Presto	Irgens	Ned. bk	422	Ed. Schellhass & Co	Saigon
Providencia	Jose Yzurieta	Peru. sh	600	Olano	
Rapid	Hunter	Siam. bk	403	Chinese	
Regina Maris	Onwehand	Ned. bk	646	D. Lapraik & Co	Batavia
Rosalie	Jeune	Peru. sh	616	Garcia N. Garcia	
R. T. Robertson	Hernsheim	Ger. bk	216	Order	Saigon
Siamese Crown	J. Witt	Siam. sh	539	Chinese	
Sophia	Spreckelsen	Siam. bk	304	Chinese	
Sophie	L. Ohlsen	Ger. bg	210	Bourjau & Co	Tientsin
Sumatra	Mullen	Amr. sb	1072	Russell & Co	
Sydenham	Bristow	Brit. sh	1062	Aug. Heard & Co	
Taleo	Thomson	Ger. bk	335	Wm. Pustau & Co	Saigon
Villagarcia	J. T. S. Bareno	Span. bg	222	Landstein & Co	
Wilhelm	Johansen	Ger. bk	480	Bourjau & Co	Saigon
		RECEIVING VESSELS & HULKS.			
Chase	Webster	Pow. Mag	283	Harbor Master	
Fort William	Purchase	Hulk	1000	P. & O. Co	
John Adams	Stroud	Hulk	318	Water Police	

Vessel.	Captains.	Flag & Rig	Tons	Consignees.	Destination.
		CANTON.			
Chen-jui	Poynter	H.I.C.M.	g-b.		
Chen-to	Robinson	H.I.C.M.	g-b.		
Chun-hoi	Demée	H.I.C.M.	g-b.		
Demerara				Customs Chop	
Fee-loong	Wright	H.I.C.M.	g-b.		
Fei-ho	Clayson	H.I.C.M.	g-b.		
Feiwan	Graves	Brit. str		A. Heard & Co., Agents	Laid up
Ling-feng	Cocker	H.I.C.M.	g-b.		
Man-nien-tsing	Ching-jai	H.I.C.M.	cor.		
M. Lopez	Jose Uriarte	Span sch	210	Remedios & Co	
Naples	Lecouteur	Rus. sb	926	Landstein & Co	
Ngan-tun	Stewart	H.I.C.M.	g-b.		
Ocean	Guest	Brit. bk	552	Thos. Howard & Co	
Peng-chao-hai	Palmer	H.I.C.M.	g-b.		
Sui-Tsing	Stewart	H.I.C.M.	g-b.		
Sun-Chee	Clark	H.I.C.M.	g-b.		
Ta-an-lan	Le Bueh	H.I.C.M.	cor.		
Tien-Po	De Longueville	H.I.C.M.	g-b.		
Yangtsze	Corner	Brit. str	782	Siemssen & Co	
		MACAO.			
Charles Albert	Gouyan	Fren. str	1278	Grun & Co	
Emigrante	Pedro Boett	Peru. sh	924	Wm. Pustau & Co	
Esperance	Guillour	Fren. bg	272	Russell & Co	
Hongkong	Irriberri	Peru. sh	458	Wm. Pustau & Co	
Luisa Canevaro	Ventorino	Peru. sh	1300	Wm. Pustau & Co	
San Juan	Don Orfeviaga	Peru. sh	1500	Olano	
Sarah Watson	E. McDonald	Brit. bk	454	Russell & Co	
Spark ‡	Wilson	Brit. str	140	A. Heard & Co., Agents	
		‡ Running between Canton and Macao.			
		SWATOW. In port on 18th March, 1873.			
Anna	Holmtlad	Swed. sch	162	Dircks & Kruger	
Argenaut	Sanderson	Brit. bk	547	Dircks & Kruger	
Christoph	Ringo	Ger. bk	270	Dircks & Kruger	Chefoo
Columba	Youngson	Brit. bk	344	E. Vincent & Co	Taiwanfoo
Condor	Kroll	Ger. bk	427	Dircks & Kruger	Chefoo
Frohlich	Helm	Ger. bg	360	Dircks & Kruger	
Gaviota		Brit. sch	150	Bradley & Co	Laid up
Hilda	Davey	Brit. bk	306	Frewin & Co	
Kvik	Lorange	Nor. bg	181	Bradley & Co	
Lochbulig	McPherson	Brit. bk	333	E. Vincent & Co	Chefoo
Mathilda	Daw	Ger. bk	236	Dircks & Kruger	
Oscar Mooyer	Weller	Ger. bk	332	Dircks & Kruger	Chefoo
Salacia	Jackson	Brit. bk	423	E. Vincent & Co	
Success	Thompson	Siam. bk	393	Chinese	Bangkok
Talbot	Simmons	Brit. sh	423	Dircks & Kruger	New York
Therese Behn	Steffen	Ger. bk	457	Dircks & Kruger	
		AMOY. In port 10th March, 1873.			
Brema	Schwatzen	Ger. bk	376	Pasedag & Co	
Carl Wilhelm	Butelsen	Ger. bk	248	Petersen & Co	
Cedan	Boysen	Ger. bk	400	Boyd & Co	
E. V. Beaulieu	Schneider	Ger. bk	282	Pasedag & Co	
G. T. Roy	Fraser	Brit. bk	356	Chinese	
H. C. Orsted	Gottlieb	Dan. str	336	Elles & Co	
Juno	Zebothsen	Ger. bg	192	Petersen & Co	
Juno	Iversen	Ger. bk	259	Pasedag & Co	
Lorelei	Green	Ger. bk	300	Boyd & Co	
Miss Killmansegg	Finlayson	Brit. bg		Boyd & Co	
Oberon	Mayboll	Ger. bk	359	Pasedag & Co	
Paulista	Garceau	Fren. sh	607	Boyd & Co	
Record	Simpson	Brit. bk	347	Boyd & Co	
Stanfield	Cummings	Brit. bk	570	Boyd & Co	
Titania	Lemmermann	Ger. bk	262	Petersen & Co	
Traviata	Breckerdat	Ger. bk	250	Pasedag & Co	
Velos	Lodberg	Ger. bk	322	Pasedag & Co	
		FOOCHOW. In port on 7th March, 1873.			
Auguste Rickmers	Reimers	Ger. sch	202	John Silverlock & Co	
Ellen Castle	Ramsey	Brit. bk	330	Master	Chefoo
Harmon	Fox	Brit. bk	345	Master	Shanghai
Kien-Wei	Tracey	Imp. bk	360	Arsenal	
Sally	Shean	Brit. bk	260	Master	Shanghai
		SHANGHAI. In port on 12th March, 1873. *The names of the numerous steamers, tugs, small craft, and receiving hulks employed on the Yang-tsze are not included in this table.*			
Albyn's Isle,	Brown	Brit. bk	360	Russell & Co	
Britain's Pride	Gilchrist	Brit. bg	179	P. Tellenne	
Fairlie	Abernethy	Brit. sch	176	Aug. Heard & Co	
Hermon Friedrich	Niejahr	Ger. bk	260	Wm. Pustau & Co	
Hongkong	Jacobsen	Ger. bk	227	P. Maclean	
Jean Sands	Lefavour	Brit. bk	631	Aug. Heard & Co	
Kirkland	Colledge	Brit. bk	452	Bourjau & Co	
Lady Belmore	Lee	Brit. bg	254	Frazar & Co	Chefoo
Laughing Wave	Shaw	Brit. sch	161	Siemssen & Co	
Martaban	Rose	Brit. bk	400	C. T. Wong & Co	
Rose M.	Shelton	Brit. bk	365	Russell & Co	
Seamew	Cavan	Brit. bk	465	Morris, Lewis & Co	
Surprise	Ranlett	Amr. sh	1006	Smith, Archer & Co	
Windward	Stannard	Amr. bk	782	Frazar & Co	
Wm. Turner	Vanderwood	Brit. bk	431	Morris, Lewis & Co	
Zobrab	Fullerton	Brit. bk	411	Drysdale, Ringer & Co	
		YOKOHAMA. In port on 8th March, 1873.			
Adela	Johnson	Amr. bk	300	Chinese	
Amoy Trader	Kuhl	Hulk	430	H. Grauert.	
Burnside		Amr. bk	464	Order	
Canton	Deneken	Ger. bk	364	Chinese	
Carl Ludwig	Cuhlsen	Ger. bg	230	Order	
Dilpussund	Dras	Brit. bk	624	P. M. S. S. Co	
Ellen Hood	Abbott	Store sh	1016	Walsh, Hall & Co	
Emelie	Gother	Pr. Hulk	400	M. J. B. N. Hegt.	
Gaucho	Kirby	Brit. bk	370	E. C. Kirby & Co	
Hans	Moult	Ger. bk	320	Abegg, Borel & Co	
James Paton	Cotter	Brit. bk	380	Walsh, Hall & Co	
Laurel		Brit. bk	628	Order	
Lyeemoon	Stevens	Brit. sa	752	Hudson, Malcolm & Co	London
Manila		Store sh	363	H. Cook	
Maria Luz	Hereirra	Peru. bk	370	Captain	
Mary Mildred	Fine	Brit. sh	460	Order	
Ninggo		Brit. bk	382	Order	
Parmenio		Brit. bk	369	Order	
Shalimar	Stapleton	Hulk	1557	Wilkin & Robison	
Tiptree	Howell	Store sh	1650	P. & O. Co	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Avon	doub. sc. gun vs.	4	120	Comr. Patterson	Hankow
Adventure	sc. st. transport	2	100	In Reserve	Hongkong
Cadmus	Steam Corvette	14	400	Capt. Wm. H. Whyte	Shanghai
Curlew	doub. sc. gun vl.	3	160	Acting Comdr. Digby	Shanghai
Dove	gun-boat	3	60	To be Sold	Shanghai
Dwarf	doub. sc. gun vl.	4	20	Comdr. B. W. Bax	Foochow
Elk	doub. sc. gun vl.	4	120	Comr. J. B. Barnett	Amoy
Flamer	Hospital	—	—	——	Hongkong
Hornet	doub. sc. gun vl.	4	120	——	Singapore
Iron Duke	doub. sc. iron sh.	14	800	Capt. W. Arthur	Whampoa
Leven	gun-vessel	3	80	Lieut. Whish	Chinkiang
Meance	Military Hospital	—	—	——	Hongkong
Melville	Naval Hospital	—	—	Dr. Loney	Hongkong
Midge	doub. sc. gun vl.	4	120	Comdr. Grant	Manila
Mosquito	gun-boat	4	60	Lieut. Comdr. Bond	on passage out
Opossum	gun-boat	3	60	Lieut. Comr. Fairlie	Canton
Princess Charlotte	Receiving ship	16	—	Commodore Shortt	Hongkong
Rinaldo	screw sloop	7	200	Comr. Parsons	Yokohama
Ringdove	doub. sc. gun vl.	3	160	Acting Comr. Dickens	Canton
Salamis	pad. des. vessel	2	250	Hon. A. C. Littleton	Hongkong
Teazer	doub. sc. gun vs.	4	120	Com. Hon. Fitzmaurice	Yokohama
Thalia	Steam Corvette	6	400	Capt. H. B. Woollcombe	Hongkong
Thistle	doub. sc. gun vs.	4	120	Comr. H. K. Leet	Tientsin
Zebra	screw sloop	7	200	Com. Hon. A. Denison	Singapore

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Belliqueuse	French corvette	3000	10	Libiendiere

SHIPPING IN THE CHINA WATERS.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
				WHAMPOA. STEAMERS.	
Lintin		Brit. str	69	Acheong	Laid up
Prince Albert	R. Kentwell	Brit. str	180	Acheong	
				SAILING VESSELS.	
Tekli	Petersen	Ger. bk	350	Wm. Pustau & Co	Chefoo
				CANTON.	
An-lan	Godsil	H.I.C.M.	g-b.		
Ching-Sing	E. Choy	H.I.C.M.	g-b.		
Chinkiang	J. Hogg	Brit. str	798	Siemssen & Co	

SHIPPING IN MANILA HARBOUR.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.
Adolf		Ger. bg	207	T. Hermann & Co
Angela		Span. bk	451	H. J. Andrews & Co
Baniang		Brit. sh	760	F. Richardson & Co
Candelaria		Span. bk	407	F. Reyes
Candida		Span. bk	335	C. la Vara & Co
Elisa		Span. bg	118	F. Reyes
Faiza Alhun		Brit. bk	563	Order
Flores de Maria		Span. bk	248	F. Reyes
Gravina		Span. bg	246	F. Munoz
L. y 6 Hermanos		Span. bk	548	T. Balbas y Castro
Josefina		Span. bk	818	O. Guivelondo & Co
Maria Fidela		Span. bk	491	Kerr & Co
N. Lautaro		Span. bk	433	Aguirre & Co
Richard Busted		Amr. sh	582	C. Heinszen & Co
Sta. Ana		Span. bk	402	M. Niste
Southern Bell		Brit. sh	1128	Kerr & Co
Trinidad		Span. bk	241	Cuenllu & Co

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